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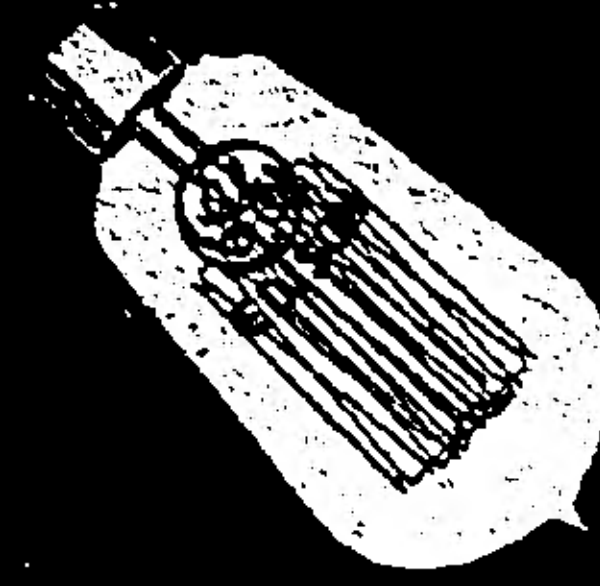
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EDISON LAMPS



FROM ELECTRICAL DEALERS

## REUTER'S TELEGRAMS.

### LORD FISHER'S MEMORIES.

#### A VERDICT ON LORD KITCHENER.

London, October 14.  
Lord Fisher's "Memories" in to-day's *Times*, deals with the Dardanelles, and he emphasises that he alone opposed the naval operations, but remained at the Admiralty because he desired to see his large building programme carried out. He admits that there was frequent tension in those days between himself and Lord Kitchener and he sent an ultimatum to Lord Kitchener one day that if the Queen Elizabeth was not withdrawn from the Dardanelles he would leave the Admiralty. The next day it was "lucky that she did leave," for, adds Lord Fisher "German submarines had been prowling around looking for her for a fortnight and neglecting all other battleships." They finally blew up her wooden dummy, thinking they had got her at last.

Lord Fisher incidentally mentions that the British fleet of dummy battleships greatly confused the Germans.

The "Memories" are written with great raciness, and contain numerous interesting opinions, with sidelights on men and events. For example, he says that he forgives Lord Cromer for not inserting a certain précis on the Dardanelles in the Report of the Commission, because "in his prime he did me a good deed. I entreated him to cut the channel into Alexandria Harbour deep enough for a Dreadnought and he did it, although it cost £1,000,000. He thus provided an incalculably advantageous base."

Lord Fisher hints at a one-time big scheme "to polish off not only every human soul in Heligoland and its surrounding fleet, but every rabbit" by an invisible, scentless, and deadly poison gas. He does not mention details of what stopped the plan. His description of Lord Kitchener is perhaps worth quoting: "He was great man but a great deception, inasmuch he could not do what people thought he could. He was like Moses; he was a great commissariat officer, but he was not a Napoleon or a Molke. He was a Carnot in *excelsis* and a facile dupe of his own fallings."

### GENERAL DENIKIN'S ADVANCE.

#### MAY SOON REACH MOSCOW.

London, October 14.  
Messages from Helsingfors confirm the impression in London that the Soviet's position is extremely critical, owing to the advance of General Denikin, who is under 200 miles from Moscow, which it is anticipated he will reach within a month. The Bolsheviks have been preparing for evacuation since the fall of Kurik.

It is reported that Trotsky told a Communist meeting that Soviet troops cannot stand a winter campaign.

General Denikin's offensive is now directed against Orel and Tura, both of which are heavily fortified. It is anticipated that if Tura falls the Peoples Commissaries will flee towards Turkistan.

### THE BALTIC SITUATION.

#### POSITION STILL OBSCURE.

London, October 13.  
The latest news from Riga is that the Lettish Government has returned to the City and is making a big effort to secure the co-operation of the Baltic States against General Von der Goltz. The situation is however, most obscure, although it is now clear that Colonel Bermond with his Russ-German army never captured the whole of Riga, but only the suburbs south of the river, from which he has now been driven out. Colonel Bermond seems to be playing a lone hand, on behalf of the Baltic Barons.

### EX-CROWN PRINCE CONFESSES.

#### WANTED PEACE IN 1914.

Berlin, October 14.  
The *Tagliche Rundschau* publishes a letter from the ex-Crown Prince saying that the Battle of the Marne was only such a grave failure owing to the then Army leaders losing their heads. It was clear to him in the Autumn of 1914 that the war could no longer militarily be brought to a successful end and he then wished to conclude peace with France. He further complains of the lack of resolute political leadership during the war and the failure to make peace with England on the basis of an economic compromise.

### ANOTHER FRENCH SHIPPING STRIKE.

Marseilles, October 14.  
Nine thousand passengers are held up owing to another shipping strike, including engineers, stewards, wireless operators and doctors, due to a refusal to reinstate some of the men who previously struck.

### TURKISH NATIONALISTS SATISFIED.

Constantinople, October 14.  
The Nationalist leaders have agreed to support Ali Riza Pasha's Government which has accepted Nationalist views.

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### CHINA AND JAPAN.

#### HAS A SPLIT OCCURRED?

Shanghai, October 17.  
Wang Yi-tang has received copies of the Secret Treaty and Loan Agreements between China and Japan.

The Northern Delegates have decided to call en masse on Tang Shao-yi for his opinion on the method of the disclosure of the documents.

The *China Press* regards the action as the result of a split between Peking and Tokio.

#### CHARGE AGAINST EUROPEAN.

Singapore, October 16.  
A man named Clark, a European describing himself as a mechanical engineer and late of the Flying Corps and United Automobile Services of Durham has been charged on two counts: receiving money from Asiatic shopkeepers on false promissory notes and posing as a police inspector. His defence is drunkenness.

#### THE PENANG GANG ROBBERY.

Singapore, October 16.  
In connection with the \$55,000 gang robbery at Penang of rubber towkays, a boy, Lee Ah Eng, is implicated and has been arrested here. He has been ordered to be sent to Penang.

#### H.M.S. HAWKINS AT PENANG.

Singapore, October 16.  
The flagship Hawkins in command of Capt. Henderson has arrived at Penang. The Alacrity is expected at Penang to-day, whence Admiral Duff will come to Singapore by train on Monday.

#### FLOTATION OF CAPITAL.

Singapore, October 16.  
The Telok Kruin Tin flotation of capital of \$175,000 has opened at Ipoh and has been heavily oversubscribed. Shares on present issue number 155,000. The vendors are Messrs. Osborne and Chappell.

#### BIG OPIUM LITIGATION.

Shanghai, October 15.  
Ten Chinese are plaintiffs and Edward Ezra and nine others defendants in a four lakh's action in the British Court as a result of an opium contract prior to the burning.

#### JAPANESE AND SHANTUNG.

Shanghai, October 16.  
The American Chamber of Commerce and the American Association have again passed a resolution at a joint meeting pointing out the grave danger to American interests of allowing Japan to retain Shantung.

## TO-DAY'S CHINESE TELEGRAMS.

#### THE DELEGATE PROBLEM.

Shanghai, October 16.  
The report of the resignation of the chief delegate is not true, but to most of his telegrams to the Premier no replies have been received.

#### BRITISH AEROPLANES FOR CHINA.

Shanghai, October 16.  
It is reported that the Premier has signed the agreement for the purchase of a number of aeroplanes from England.

#### MORE FIGHTING?

Shanghai, October 16.  
The Premier, on receiving a report that the Southern troops are preparing to attack to the east of Hunan, has declared that the Northern troops will not take the offensive.

Shanghai, October 17.  
The military commanders along the southern boundary of Hunan have reported that the Southern troops are very active and will begin to attack as soon as ammunition from Canton is received. Chang King-yan, Tuchun of Huchun, has been instructed by the State Department to take defensive action only in case any attack is made by the South, and at the same time to issue a circular telegram saying that the Southerners are guilty of ruining peace.

#### CHIEF DELEGATE THREATENED.

Shanghai, October 17.  
Wong Yap-tong, the chief delegate, has recently received a number of anonymous letters threatening him with death if he does not resign.

#### A NEW GOVERNMENT?

Shanghai, October 17.  
It is reported that the National Party proposes to reject the idea of a Peace Conference, as it is prepared by the On-Fook Club, and to establish a Constitutional Government with Shun Chang-hsun as President, Luk Wing-ting as Vice President and Tang Shao-ye as Premier.

## CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

### OUR SOLDIERS AND SAILORS.

Sir,—It is to be hoped that you will meet with a generous response to your appeal to the residents of Hongkong to do something to make things pleasanter for Service men.

Might I suggest that you make a start by dropping, and asking others to drop, the habit of calling soldiers by the ridiculous name of "Tommy"? It is an impertinence which has been allowed to go on far too long, simply because men have been too good-natured to protest against it.

To call a man who takes up what is nothing less than an exacting and serious calling by such a childish name is the quintessence of the patronising attitude you are rightly so anxious to avoid. There is the hostess who entertains soldiers at her house, and there is the lady who "asks Tommies to tea." During my time in the Army, I soon learnt to appreciate the former, and to give the latter a very wide berth!

I can hardly take it upon myself to express an opinion as to what is thought by the men of the Senior Service, but I should say that the real sailor-man experiences the same inward shudder when he hears himself described as a "Jack Tar" as that felt by an intelligent and efficient soldier when he is referred to as a "Tommy."

In spite of anything that Shakespeare may have said there is much in a name, and if you can persuade the public to cease calling its soldiers by a name which is more applicable to the Boy Scouts you will have gone a long way towards the end you have in view.

I hope you will accept this mild criticism in the spirit in which it is offered, and wishing you every success, I remain,

Yours etc.

"LANC-CORPORAL."

Hongkong, Oct. 15th, 1919.

Sir,—In your paper of last night appeared the heading "Are Service Men Scorned?" and you say "ignored" is the correct word, which word, to my mind, is incorrect. The word "ignore" I understand means to disregard, and I hope to show proof that "scorned" is the proper word.

I wish to relate just a little of my experiences during my stay—it is just 12 months now since I arrived here from India—of the so-called ignoring by the so-called ladies and gentlemen of Hongkong who refuse to sit beside the "Uniform" on the tramcars. Only on three occasions have I been ignored by ladies and gentlemen refusing to

sit beside me. When it happened the second time I noticed that the spot where they alighted did not look in any way business-looking and I went back after jumping off the car to see if a business transaction had caused them to alight, but there they were, three of them, waiting for the next car. When they jumped on it I did the same. On another occasion it was a gentleman, if it is right to name him such. To my mind a snob is the correct word for him. He showed open contempt and scorn when I sat on the same seat on the lower deck, as the upper deck was full, and seeing he had a seat to himself I sat down. He gave me a black, scowling, freezing glare and deliberately turned his back to me and the Chinese inside the car were enjoying the contemptible scorn which I was being treated with. Can you wonder when I say it made my blood boil? And if I had not too much respect for my hands and am particular what class of dirt I soil them with, I would liked to have bumped his head through the glass window. Indeed I have been treated with more respect from Chinese than from the civilians of Hongkong.

Can this rotten treatment be called "ignoring"? To my mind it is contemptible scorn and never did that sailor speak a truer word than when he said the uniform was treated with scorn. And our moral standards are lowered lower than a dog's and, worse luck, not all my comrades try to redeem it; and this is by people whose own moral standards are nothing to boast of. All this is done because we are common soldiers as I was once called. Thank God I am a common soldier amongst such common people as the people of Hongkong. If it had not been for common sailors and soldiers, in whose hands would the Colony be to-day? Many of those who earn an easy living would be hard at work and as a Service man I am not afraid to put my own moral standard for comparison with the cleanest in this place. Many of us would think twice, yea many times, before letting our loved ones at home in the company of 75 per cent. of Hongkong folks. We don't want invitations to dinner and the such like, but civility. Let them be more sociable and not all this ignoring in the eyes of heathens who cannot fail to see it. I have met a few who are sociable but very few. Last Friday night a lady on the Quarry Bay car gave me an invitation to her home, but after all it makes one feel like a foreigner. A smile and a friendly word are much thought of on my part, so let them be more friendly and sociable and play the game.

Yours etc.  
AN ULSTERMAN.  
Hongkong, Oct. 16, 1916.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 3/4 7-16d

## THE WEATHER.

Forecast:—Fine. Barometer:—29.85. Temperature 2 p.m.:—81. Humidity 2 p.m.:—53.

## CHINA PARAGRAPHS.

We cull the following paragraphs from latest mailsto hand:—  
AN EPISCOPAL APPOINTMENT.

The Right Rev. H. M. E. Price, M.A., formerly Bishop of Fukien, and recently Episcopal Chaplain to the Forces in the East, has been appointed Assistant Bishop in the Diocese of Ely and Archdeacon of Ely.

## TIENSIN WEDDING.

A wedding of considerable local interest took place in Tientsin on October 13 when Mr. Frederick W. Warrington, of the Tientsin office of Messrs. Jardine, Matheson, and Co., was married to Miss Lillian Alice Millward, eldest daughter of Mr. J. C. Millward, also of the same firm, and Mrs. Millward. The civil ceremony was performed at the British Consulate in the morning, and the church ceremony in All Saints Church.

## HANKOW EX-SERVICE MEN.

Nearly 30 men who had seen service in the war attended the meeting to inaugurate the Hankow branch of the United Service Association. Mr. E. G. Byrne was elected to the chair and, as it was the unanimous decision of the meeting to form the branch, Messrs. E. G. Byrne, W. D. Miller, H. H. Lennox, J. W. Fell and H. J. Archibald were elected provisional committee to draw up the constitution. Another meeting will be called in about a fortnight's time at which the proposed constitution will be presented for discussion.

## PROJECTED PARIS-SAIGON FLIGHT.

The *Courrier Saigonnais* announces that a flight from Paris to Saigon is projected. The expedition is to comprise the famous Captain Fonck, who brought down some 60 enemy machines during the war and who was the avenger of Guynemer. Mr. Drouilh, whose father lives in Saigon, and who is also a brilliant airman, is one of the promoters of the expedition. Large prizes are forthcoming and the Syndicate of rice exporters in Saigon have guaranteed the Frs. 60,000 required for expenses.

## TO VISIT SOUTH SEA ISLANDS.

The *Peking Daily News* states that it is reported that the Government is contemplating the appointment of a special Commissioner to the South Sea Islands to visit the Chinese merchants there. The Commissioner will sail on board a second class cruiser to be selected for service from the naval crafts now in Southern waters.

## DISSATISFIED STRIKERS.

The Shanghai painters recently announced that in consequence of the increase in prices they would be obliged to ask their masters for an increase in wages. They have done so, requesting an advance amounting to 40 per cent. The masters have offered 20 per cent. and the men have refused, and it was consequently expected that the men would go on strike.

## NEW JAPANESE CONSUL.

Mr. Kishi, Japanese Vice-Consul, whose appointment as Consul at Liverpool was announced some time ago, is to leave Shanghai on the 18th inst. He is going first of all to Japan where he will have a holiday extending over two months, and about the middle of December will sail for England. He is to be succeeded by Mr. Uchigama, who has been in Washington for some time, and who is leaving for Japan, via San Francisco shortly.

## DON'T FORGET.

TO-DAY.  
Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

M. C. L. Bazaar—Government House—2 to 7 p.m.

Wiseman's Ltd.—Shareholders meeting—12.30 p.m.

Coronet Theatre—5.15 and 9.15 p.m.





## NOTICES.

## LIFTS

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dyspepsia, 7. Indigestion, 8. Liver  
dyspepsia, 9. Biliary colic, 10. Catarrh  
of the bladder, 11. Hemorrhoids, 12. Piles,  
13. Skin diseases, 14. Eczema, 15. Psoriasis,  
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## COLONEL JOHN WARD.

## STRONG VIEWS AGAINST BOLSHEVISM.

Colonel John Ward, so well known in Hongkong, has come back to England after an absence of three years, the last of which has been spent in Siberia and European Russia. I (a *Daily News* special correspondent) had the pleasure of giving the popular member for Stoke-on-Trent the first word of welcome to the Old Country when I boarded the Holt liner Talthybius at five o'clock yesterday morning. He looked exceedingly well, and was obviously delighted to be at the end of the long journey from Vladivostok.

Colonel Ward has been engaged in the war against the Bolsheviks. He has been in close touch with Admiral Koltchak. He has met Russians of every class and of every political complexion.

As you know, "he said to me," I succeeded in forming four service battalions in England—not Labour battalions, as has been erroneously stated. It was with one of these, the 25th Middlesex, that I went to Vladivostok in July, 1918. There was a division of Japanese troops at Vladivostok, together with other Allied forces, and we were up against the forces of the Bolsheviks, which were composed in the main of Magyar and German prisoners of war. I was in command of the battalion during the operations on the Ussuri, which culminated in the battle of Doksot on August 24, 1918. We freed the maritime provinces from the Bolsheviks, and rounded them up to the Amur. It was when we were at Manchuria station that it was decided that the British force should go to Omsk, the headquarters of the Provisional Siberian Government, and we went there in three huge trains."

## OPINIONS ON BOLSHEVISM.

"We had a tremendous reception at Omsk," said Colonel Ward. "The population of that city was between 60,000 and 70,000. Since the Allied occupation it has risen to 600,000. I think that fact throws some light on the attitude of the Siberians to Bolshevism."

At this point I reminded Colonel Ward that his attitude to Bolshevism was not that of the democratic parties in this country.

"Bolshevism is a destructive force, and has constructed nothing," he said. "It is untrue to say that it is the form of government desired by the Russian people. Very large numbers of its instruments are not Russians, but Jews. There are, indeed, many Russians who hold that it is due to a world movement of the Jews to destroy Russia in order to avenge themselves for the treatment of the Jews under the Tsars."

"To know what Bolshevism is you should have been with me at Perm, when the ice of the river was melting and the bodies of the people murdered by the Bolsheviks were revealed. I saw myself 50 bodies among them, bodies of women and of little children, that had been found in one morning. There was a wash-house, built over the waters of the river, where the Bolsheviks took their victims. In the floor was a hole through which they were hurled into the deep waters beneath."

"But is it not true that terrorism only began when the Allies interfered?"

"I believe that the Allies have saved millions of lives by interfering. They are saving democ-

cracy. Bolshevism is the end of democracy, and I am certain that if Russia is left to the Bolsheviks it will go back to autocracy."

## IN PRAISE OF KOLTCHAK.

I asked Colonel Ward his opinion of Koltchak.

"Koltchak," he said, "is absolutely English in his ideas, and has a profound admiration for our institutions. In my opinion, the only chance for democracy in Russia is the success of Koltchak. I am told that he is represented as a bloody dictator. All I can say is that if I had held the office of Dictator in Russia I should not have considered it necessary to consider the views of all who obtruded themselves on me. Lenin and Trotsky are real Dictators; Koltchak has suffered because he has not been a dictator in the true sense of the word."

"On the land question Koltchak's attitude shows that he is not the reactionary he is represented as being. He sees clearly that the distribution of land of the great proprietors to the peasants cannot be interfered with. It is proposed that those landowners who have survived Bolshevism shall be given compensation for the estates they have lost, but there is no sort of idea of restoring the land to them. Koltchak stands up for the poor peasants against what Lenin has called the village bourgeoisie."

## MURDER OF LANDLORDS.

"It was found that rich peasants had murdered many of the landowners, given a meagre portion of the poor land to the poor peasants, and joined the bulk of the estates to their own holdings. Koltchak, with the advice of representatives of the Allies decided, to defend the rights of the poor and to secure fair distribution of the land."

When this was known, the rich peasants, who had in some cases not merely murdered the landowner but also every member of his family, raised the cry that reaction was coming, and that the old state of affairs was to be restored. In some cases they stirred up the peasants against the reformers, and the movement they created had to be put down by force of arms. The land is now being distributed in strict accord with the number of souls in a peasant family."

## BRITISH WORKERS AS 'BOURGEOIS'.

Then I asked Col. Ward as to whether he had met Bolsheviks.

"Yes, I did. For instance, I gave a lecture to workmen at Irkutsk, which was attended by a large number. At the end I suggested that questions should be asked. A Bolshevik rose and stated that that they had heard of English trade unions, and that the mere fact that a trade unionist came to them as an officer of the King of England show that English trade unionism was only a branch of bourgeois organisation. And accordingly he refused to ask any questions. I can assure you that all our British workmen's ideas of constitutional life are regarded by the Bolsheviks as bourgeois and reactionary."

"And do you, then consider that we should help the enemies of the Bolsheviks to fight them?"

"The Bolsheviks have broken the soul of the Russian people," answered Col. Ward. "Nobody can speak a word against them without endangering his life. If one sees a house on fire and hears the shrieks of people who are being murdered coming from it, one cannot stand aside. I have learnt to love the Russian people, and I consider it is our duty to help them."

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## LONDON'S HOUSING.

## 2,000 MANSIONS AS FLATS.

Schemes for providing temporary accommodation to ease the housing shortage during the coming winter are being rapidly pushed forward by the Ministry of Health.

In the conversion of big London houses into flats, the Ministry is receiving the co-operation of the Office of Works, which is carrying out the necessary structural alterations.

A *Daily Chronicle* representative was officially informed that the London Housing Board—the authority which administers the Housing Act in London region—has already earmarked 2,000 houses with a view to a consideration of their suitability for conversion. These, it is stated, form only a part of the total number likely to become available.

Of these 2,000, nearly half have been definitely listed for immediate conversion into flats. The Office of Works are proceeding very actively with the necessary alterations, and it is hoped that some of the houses will be ready for occupation in a few weeks' time. There are a few in regard to which the alterations entailed are very slight.

The Ministry of Health's weekly report of progress gives the following figures for the week ended August 23, which include, besides the schemes of local authorities, those of Public Utility Societies:—

New schemes submitted	208
Approved	102
Total submitted to date	4,398
Approved	1,310
Area of approved sites	17,431
Plans of houses approved	15,917
Houses on which building has begun	8,600

In order to expedite progress, the Ministry have decided to amend the form of the Compulsory Purchase Order 1911, so as to shorten the procedure which local authorities have hitherto been required to adopt in submitting proposals for compulsory acquisition of land.

By an amendment of the regulations regarding advertisement deposit of plans, notice to owners and the presentation of objections, and by shortening the period necessary for the completion of each of these stages, the time entailed by the whole process has been shortened from about two months to about three weeks.

With regard to the selection of tenants for the London houses that are to be turned into flats, the task will be in the hands of the local authorities by whom the houses will be taken over after conversion by the Office of Works.

"As to the rent to be asked for these flats, the idea of the Ministry," said an official, "is that they should, as far as possible, be self-supporting—in other words, that the rent charge for them should be an economic one. As the cost of the scheme will be just the cost of the houses plus that of conversion, an economic rent should be in no sense prohibitive, and it is certain that there will be no lack of tenants."

"On the other hand, the raising of rents beyond the economic level will not be permitted, and as the landlord will be the local authority, the public will be safeguarded against any attempt to profiteer in this direction."

"In regard to the areas outside London, the returns of houses suitable for conversion under this scheme are not coming in quite so well as from the London district."

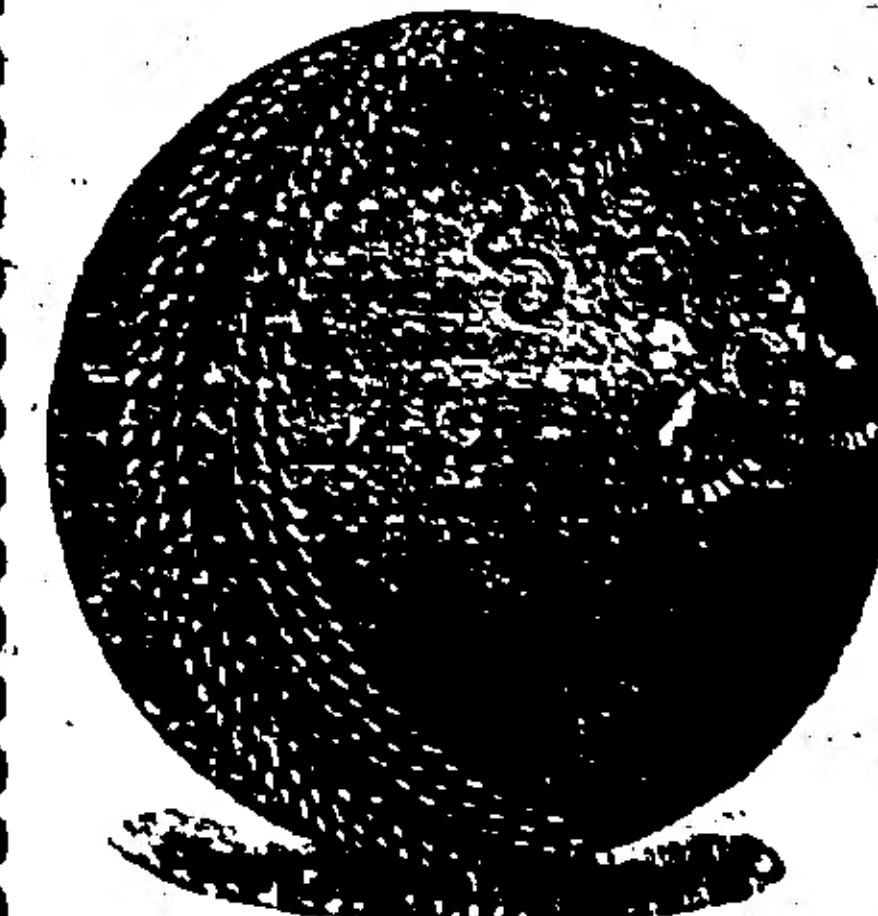
"A number of authorities seem to be under the misapprehension that, if they convert existing houses into flats, they must of necessity lower the residential status of the neighbourhood by an indiscriminate letting of the house accommodation thus made available."

"It must be remembered, however, the term 'working class' has never been limited by any official definition, and it may be said that to all intents and purposes the term 'working man' is in official circles as indicating any man who earns his living whether by his hands or by his brain."

"So far as the work of conversion is concerned, the points on which the Ministry lay the greatest stress are the provision of proper sanitary and culinary arrangements. It is realised that the conversion of one house into four or five houses must entail something in the nature of a makeshift, but it is intended that there should be no makeshift in the matter of sanitary arrangements."

## NOTICES.

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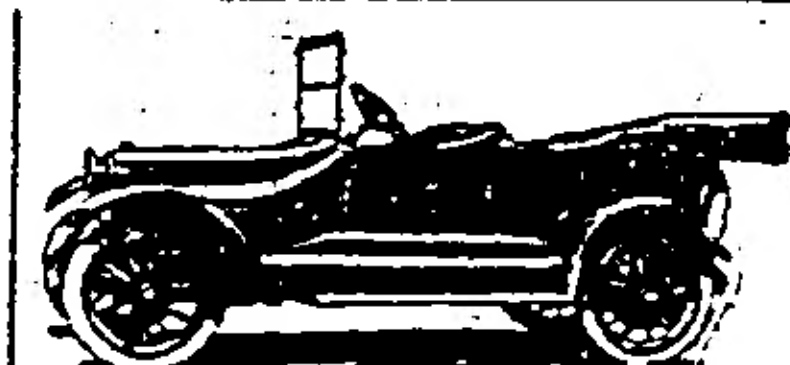
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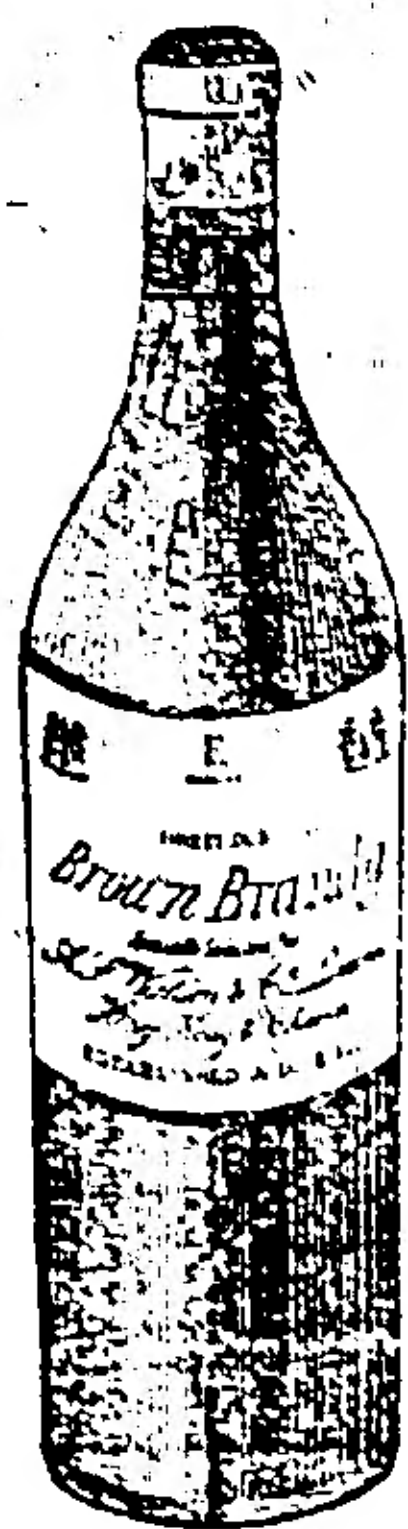
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## The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 17, 1919.

### THAT LEAGUE OF NATIONS.

Talk to most people about the League of Nations and they will refer to the subject as though it were all a cut and dried thing, but in this attitude of finality there is a greater danger to the League than there ever will be because of opposition. Leaders of the movement at home have, apparently, recognised this, for news has come through that a national campaign to make better known the objects of the League has just been inaugurated at the Mansion House, at which Mr. Asquith was the principal speaker. It is well known that in the Versailles Peace Treaty there is laid down the basis of this world-wide League, and that officials have already been appointed to pilot it, but it is not generally recognised that for a country to subscribe to the League and carry out its high international ideal, will, in some cases, be accompanied by a surrender either of actual territory or some vital interests. It is in this connection where unintelligent acceptance of the mere principles of the League, without a thorough recognition of the sacrifices that may ensue, will constitute a danger. On the face of things, the ideal of all nations being welded together for the protection of the peace of the world, all under a solemn obligation to support each other against an unfair encroachment by any single member of the League, is so transparently in the highest interests of mankind, that most men unthinkingly say "By all means let's have a League". But no benefit or privilege was ever worth much that did not cost something to get, and it is going to cost a little more than the recent war to induce all nations to join. The League can only be a complete success if all nations do join, and it is fairly common knowledge that certain adjustments will have to be carried out before all nations will willingly and enthusiastically come under its binding clauses.

Let us just take one or two points to illustrate our meaning. Spain, in spite of the great number of intervening years, has never really forgiven the British for annexing Gibraltar. In fact, the majority of European countries look upon our holding of this great key fortress with a considerable amount of envy. It is not to be thought that Britain would ever give this back to Spain, but how vastly would trust and confidence be strengthened if Britain magnanimously declared that Gibraltar henceforth would be an International gateway garrisoned by some of the International Police it is proposed to create under the League? By such an act we should only be following the same principle that has been established in the case of Constantinople, for it is one of the terms in Turkey's Peace Treaty that this gateway to the Black Sea will be guarded and kept inviolate by international custodians. During the discussions on the Peace Treaty a great deal was said regarding Britain's sea power dominance, and whilst Britain very wisely refused to subscribe to anything that would place her in a position of insecure defence, there would be a great deal less heartburning in France and America if Britain's predominance were not so great. One of the objects of the League is to secure the reduction of armaments upon which a great deal of money that might be put to more humane purposes is annually squandered, and this will assuredly affect Great Britain just as much as any other nation. Mr. Asquith in his speech at the Mansion House frankly admitted that the armaments of all Powers still immeasurably exceeded the maximum for national safety.

We have only quoted two facts to be faced by Britishers just to show that the League of Nations is not a thing to give thoughtless acquiescence to, and it would be possible to cite questions affecting the possessions of other countries in just such a similar manner. Peoples, the whole world over, have got to face the possibility—in some cases the certainty—of sacrifice in order to gain the greater advantage of decreased war risk, and it will in cases entail the giving up of many cherished ideas associated with their national histories. The many questions of boundaries need only be hinted at to prove the contention. Glib lip service to the great idea of the League will help it not one iota; there has to be a thoughtful understanding of all its problems, an altruistic surrender of things already possessed, and an enlightened train of thought brought to bear upon situations that will need the most careful of handling. For this reason we heartily welcome the campaign that has been started at home, and the decision to set aside November 11 as a "League of Nations Day." For the campaign to be a success it should provide for lectures to be given on the international aspect of things, and although Reuter makes no mention of this, we can hardly think that such an important provision has been left out. The best brains of all nations will have to be brought to bear upon the matters involved, for it is only by an intelligent and frank inspection of them, coupled with a greater spirit of toleration among the peoples of the earth, that this dream of world-wide peace, conceived during the horrors of the world's greatest war, can be developed into an actuality.

### NOTES & COMMENTS.

#### OUR POLICE.

Realising the extremely difficult conditions under which the Police of the Colony have been working during the war period, the public will, we are sure, thoroughly endorse the decision of the authorities, reflected in His Excellency's Budget speech, to strengthen the Force and to reorganise it in such a manner as to bring it into conformity with present-day needs. During the past few years, the Police of this Colony have been seriously handicapped by reason of the low strength of the European section, caused by so many men having gone on active service. The record of the Force in the war is one of which it may feel justly proud, and His Excellency's tribute is more than deserved. It so happened that during the period of its decreased man-power, the Force had to fight an abnormal outbreak of crime, and though at times it came in for criticism, much of it unjust, it will be generally conceded that it discharged its duties in a manner which cannot be too highly praised. Happily, the changed conditions have enabled the Government materially to add to the personnel of the Force, the new posts created including four European Lance Sergeants, fifteen European constables and thirty-two Chinese constables. More than that, the Police are now to be equipped with more up-to-date arms, a couple of motor-cycles are to be secured and another motor-boat added. All these additions must make for an increase in the efficiency of our Police, and the money spent thereon will not be grudged, because we know that these things make for more security and the prevention and detection of crime.

#### WATER & LAND POLICE.

In Kowloon there are to be considerable alterations to the Water Police Station in order to make accommodation for the increased number of Police to be accommodated when the new Fire Station is erected. This is a very necessary step, of course. But we have often wondered whether it is the wisest arrangement possible to make one section of the Force responsible both for the policing of the harbour and the peninsula. In most other places where Water Police are necessary, a separate body of men is entrusted with harbour work, these being quite distinct from the land police. In Kowloon, the Water Police deal not only with harbour crime but also have the responsibility of maintaining peace and order in the big area known as Kowloon Point. It must be extremely irritating for men who should be concentrating on harbour work to have to investigate such matters as thefts in the households of residents on the peninsula, and it is unreasonable to expect them to keep down crime both on the harbour and on the mainland as well. The sight of a European policeman in Kowloon is one that is all too rare. Considering the size of the place and the large population, the place is notoriously under-policed. Maybe the dual duty requirements are responsible for this fact. At any rate, the time will soon come when consideration will have to be given to the desirability of making the Water Police a distinct element in the Force, quite independent of the other branches.

#### THE HOUSING PROBLEM.

As to the Budget speech generally, so far the criticism of which we have heard most is that more specific emphasis was not laid on our biggest and most serious problem—housing. We are aware that much of the programme comprised under the heading of Public Works Extraordinary, such as the opening up of new areas, will materially affect the situation eventually and may be expected to encourage building operations. But the public would have welcomed some clear-cut expression of the Government's general policy so far as this question is concerned. The Government must have some definite scheme in view. Then why could it not have been outlined in its broad aspects? As things are, we can only assume that certain items are intended to relieve the problem. On the introduction of the Budget at home, the Government usually declares its policies on the burning issues of the day. Housing is our most pressing problem. Yet we are still in the dark as to the lines on which the authorities intend grappling with it.

### DAY BY DAY.

WE CAN'T HAVE AN EXPANSIVE STRETCH OF HEALTHY LIFE WITHOUT AN EXPANSIVE SWEEP OF THE MIND.

There was again a clean bill of health yesterday.

A thief visited Dr. Kew's house last night. An alarm was raised, but the man got away, having appropriated a hat from the hatstand.

The Hon. Mr. Claud Severn, C.M.G., has consented to become honorary Vice-President of the Institution for Shipbuilders and Engineers of Hongkong.

The old man who was charged with committing an indecent assault on a girl, of 13 years of age, was sentenced by Mr. Lindell to-day to six months' hard labour.

The doll raffled by Madame Flint in aid of the Ministering Children's League was won by ticket No. 49. Another doll, raffled by the Victoria branch of the League, was won by ticket No. 18.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.40 a.m. to-day:—Cyclone or typhoon over N. China Sea, near or over Guam. Direction unknown.

In the Mixed Foursome Competition at Fanling on Monday, 13th October, the winners were Lt. Comdr. and Mrs. Kilgour. Other returns were Mr. and Mrs. N. L. Smith, Miss Moorhead and S. Evans, Mrs. Harston and A. L. Anderson.

In connection with the recent Shanghai student demonstrations against the selling of Japanese goods by Chinese department stores, we hear that the Head Office of the Sincere Company in Hongkong, two months ago, cabled to its Kobe branch requesting it to cease supplying Japanese goods, and has since ordered the entire closing of the branch.

The following candidates were successful in their examinations for certificates of competency before the Board of Trade, Hongkong, during September:—L. J. Fugler, First mate, steamship; W. Lumsden, First mate, steamship; R. A. Downs, Second mate (Square Rigged); and W. C. Beck, River mate. There were five failures during the month.

A small boy and a man were to-day charged before Mr. Lindell with being stowaways on the s.s. Lai Sang. The man admitted the charge. The boy said his father had given a foki \$55 to buy a ticket; he got the ticket but had lost it. His father was produced and said he gave \$55 to one of his fokis to buy a ticket for his son. He did not know his son had lost the ticket until he was arrested. Mr. Lindell discharged the boy, and fined the man \$25, or one month's hard labour.

A small boy was in the dock to-day before Mr. N. L. Smith charged with picking \$150 from the pocket of a seaman. Complainant gave evidence that, at 10 a.m. yesterday, he was out of the Cheung Hing boarding house talking to a friend, when he felt somebody pulling at his breast pocket. The defendant was not tall enough, so he had to pull at the pocket. He turned round and got him by the arm, and handed him over to the police. The defendant had seen him change the money at a money changer's. Mr. N. L. Smith ordered him to receive 10 strokes of the birch, and sentenced him to three weeks' hard labour.

### GOVERNMENT HOUSE.

October 17, 1919.

His Excellency the Governor entertained the various Heads of Departments at dinner at Government House last evening. There were present:—Dr. and Mrs. C. W. McKenny, Capt. Basil Taylor, R.N., and Mrs. Taylor, Mr. and Mrs. E. Ralphs, Mr. and Mrs. P. Jacks, Mr. and Mrs. E. F. Brayn, Mr. and Mrs. W. J. Tatcher, Commander C. M. Beckwith, R.N., and Mrs. Beckwith, Capt. and Mrs. E. H. Gray, Capt. and Mrs. G. E. Stewart, Mr. and Mrs. G. A. Woodcock, Dr. and Mrs. G. P. Jordan, Mr. and Mrs. J. A. Bullock, Mr. T. F. Claxton, Mr. H. A. Nisbet and Mr. J. D. Lloyd.

### ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME. Hongkong, Oct. 13, 1919.

Dear Allick,

.....for that's quite true. An optimist is a person who doesn't know what's coming to him, and hopes it won't. Another very good definition of an optimist is that he's a man who buys something off a Jew and expects to sell it to a Scotsman and make a hundred per cent. profit. Writing this same reminds me that (hater was to the fore the other day at the launching of the last new boat at the Dock. Of course, it's dead easy to be an optimist when you've got inside knowledge. It's just the same wif' prophesy. Mac's a good hand at it at times—that is, when he can get away wif' it. Many's the time he's tried the weather-wise trick o' secretly watching the cat wash herself and then deliver himself of the opinion "that as like as no' we'd have rain the morn." Now there's been a lot o' loose talk hanging about this past month or two about financial rings and vested interests and the like. Naturally there's some folks that thrive on this sort of mental gup, but fair play's a jewel for all that. Flatter a man and he'll forget it the next day, but abuse him and he'll remember it as long as he lives. Now Chater's getting an old man and it must be a bit galling for him to hear and read this sneering and back-biting kind o' stuff. It's a true saying that the neighbours of a self-satisfied man are no' always satisfied wif' him. Now, I've known Sir Paul for more years than I care to look back on, and he's had his ups and downs, mind I'm telling ye. It's no' always a case o' running to the Bank wif' the paying-in-book. Man, I mind fine o' ..... but that's an old story now and besides the younger generation, wif' its teas at Wiseman's, fancy cocktails and variegated socks, hanna' imagination enough to understand the conditions that appertained in those days. Oh those dead cheap days beyond recall. Let me see, ye could get a case of gin for..... (They wouldn't believe you—Ed. H. K. T.) Aye, it's true that money talks, but ye believe me there have been times when Chater realised some of the disadvantages of having an impediment in his income. Hard cash is no' hard to get rid of, Aye, he had his hard times in between, let me tell you.

In those early days it was just as hard to make money as it is to-day. Fifty years hence a photograph of the Kowloon of to-day will be unrecognisable and our grandchildren will talk about the old rummies and of the fine chances they missed. As I was saying, thirty years ago we all had our chance. According to our brains and foresight, as our American friends would say, we "took a chance." Through a hundred different causes, many of us fell by the wayside. Too many mistook their own faults for misfortune and as often as no' were busy trying to correct the mistakes of their neighbours by substituting some of their own. When the harvest's a failure we often forget that we selected the seed ourselves. Anyhow, Chater kept plugging away, first at one thing, often at two. It's true he's made money, but none of us came out here to study the flora and fauna of the Island, Hongkong went more to length in those days. Now since Sir Paul's reclamation in the Central district the place looks a bit more prosperous. How many folks here now realise that it's to you, wee, pleasant-faced man that we primarily owe King's, Queen's, Prince's, York, St. George's and Alexander Buildings—blocks o' business houses, the subject of admiring comment by every visitor to Hongkong? Kowloon, formerly a collection of garden lots and muddy swamps, is to-day—well, you know just what it is. Under the circumstances can ye wonder at Chater's optimism? I don't myself, but what I often do marvel at, is the quiet unostentatious way he goes about, despite it all.

Aye it was a good game and Talkoo should have won handsomely if all their players had been up to their usual form. Wif' bowls every man in the team has to add his quota if they expect to come out on top. A lucky shot now and then is no' to be despised, but 21 heads takes a long time to play and a man has to be consistently good if he and his skip are to keep on speaking terms. If I'm no' mistaken, among the interested spectators at the Talkoo-Shanghai match were

Mr. Stabb and his wife. It might interest Mr. Stabb to know that the first public bowling match ever played on the Island was between three rinks of the Kowloon Bowling Green Club and a team of local bankers. It took place on what has aye been regarded as a very desirable bowling green site, on the lawn in front of the Hongkong and Shanghai Bank. Among the leading lights of the Bank team were Jock Kennedy, who has been the Bank's Manager in Manila for many years, Cochran, subsequently Manager of the Chartered Bank and, if I mind right, though I'm a wee hazy on the point, Tam Whitehead was also an interested player.

The Kowloon chaps handled the Bank men rather badly on that occasion and what wif' the early departure of Jock Kennedy, the hope of a Bank Bowling Club went West. Still, it's never too late to mend. Maybe after seeing last Monday's game, Mr. Stabb might think about utilising the finest site yet set about getting a team together.

As I was saying, the daddy of all the bowls Clubs here is the K.B.G.C. and its origin is somewhat interesting. I think I'm right when I say that the Club was the outcome of a mess dinner in Archie Ritchie's house, then in Knutsford Terrace. A little money was scraped together there and then a bit of ground was got in Kimberley Road where a market garden now is. Davie Gillies, the Father of the Kowloon Docks, gave the enterprise a good shove off when he presented a handsome cup for competition. I might again be wrong, but I think the first bowls were also made in the Dock, but there was aye "something" wrong wif' them and very soon the more enthusiastic players began to send home to Taylors of Glasgow for the real Mackay.

The Club had just got settled on its feet and beginning to toddle fine, when the owner of the land came along and said that the green was wanted for building on. Of course if the Club wanted to hang on, it had the privilege of doing so, provided it stumped up something like \$20,000; maybe it was more, but ye wouldn't call me a liar for a few odd thousands. Even in these days, ye see, there was something of a housing problem. Onyhow, the Club, no' having the ready cash, got scared out. As it is, this particular building site might still have been in use as a bowling green, for the building contractor hasn't worked his wicked will on it yet, and what's more forbye the Club would have saved a queer mint o' money by remaining, as I will show. No' to be denied their game, they then approached the Government and were soon the proud possessors of a site in the middle of a swamp, now part of the Kowloon Cricket Club. After building the new Club House, laying the lawns and settling down comfortably, the order to move came again, this time to permit of the laying out of that part of King's Park. The Government met them very handsomely on this occasion, however, wif' the result that the Club is now the proud possessor of the fine and convenient quarters it occupies to-day. Sir Matthew Nathan was at the opening ceremony. He's no' the first Governor that's had a silver jack presented to him at the K.B.G.C. and even though our new Governor isn't sports daft, he's got precedent and to spare for any interest he may yet take in bowls.

As I was saying, ye've got to remember that twenty years ago Kowloon had no golf course, no Cricket Club, nor Tennis Courts and that part of the Peninsula then behind Knutsford Terrace and Chater Bungalow was nothing more or less than a wilderness. The K.B.G.C. can take no' a little credit for what has been done since.

So keen was the interest in bowls in those early days of the game here that a bowling club was also started at Cosmopolitan Dock where a small community of enthusiasts flourished for a number of years until changes reduced their number and the Club went out of business as a going concern.

The Police and the Civil Service then took up the game and the former had the distinction of winning the first League trophy for three years in succession, thus carrying off the fine rose bowl presented by Fred. Howell, the first President of the League. The Civil Service were handicapped wif' their green in those days, but we may expect very much better things from them now that the Shanghai team has declared it the best green in the Colony.

Talkoo and the K.C.C. are, comparatively speaking, the young-

### GYMKHANA.

#### THE NEXT MEETING.

The programme for the next Gymkhana, to be held on November 1, is as follows:—

Five Furongs Race, Handicap.—For China Ponies that have run in any Race at the last Four Gymkhanas. Winners at Gymkhanas of any Flat Races this season, (other than Ladies' Nomination and Distance Handicap Events) barred. Entrance fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Gymkhana Stakes.—Value \$200. Distance—One Mile. For all China Ponies "Catch weights" at 10 st. 6 lb. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lb. extra. Non-winning Subscription Griffins allowed 5 lb.

Class Handicap: A Class: Three Quarter Mile—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Distance Handicap: about Half a Mile.—For China Ponies. Winners of any Flat Race in 1919 (excepting Ladies' Nomination) and placed ponies at this Meeting barred. Catch weights 155 lb. Pegs will be placed on outside edge of course, and chalk lines making the position of each pony according to the handicap (in yards) conceded. The race will be started by sounding a gong, and each rider must keep his pony behind the line assigned to him until the signal is given. Any rider whose pony is then over the line, or moving forward faster than a walk, must return and start again or be disqualified. Mafoos may assist by holding ponies if desired. Entrance Fee \$3. 1st Prize: \$75. 2nd Prize: \$50. 3rd Prize: \$30.

Class Handicap: B Class: Three Quarter Mile—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

One and a Quarter Mile Handicap.—For China Ponies. Entrance Fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$40.

Half Mile Race for Larsen Subscription Griffins.—To be ridden by Mafoos. Catch weights 140 lbs. Conditions to be announced later. Entrance fee \$5. Prizes for Owners: 1st \$100. 2nd \$50. 3rd \$30. Prizes for Mafoos: 1st \$30. 2nd \$20. 3rd \$10. Entries for all events close to the Hon. Secretary, Hongkong Gymkhana Club, on Wednesday, 22nd October.

### FOR THE TROOPS. AN APPEAL.

An appeal is made for books, games etc. for troops proceeding home for demobilisation on the s.s. Khiva on about the 1st of November.

Any gifts of the above kind (money is not required) will be gratefully received, and should be sent to Military Headquarters.

sters of the game. The former has attained a record of which it has every reason to be proud in League Matches and the Singles Competitions.

I mind the first meetings of the League Committee were held in the Morning Post old office. One of the rules made then was that in all League Matches only bowls of No. 3 bias could be played with. This was in order to make the chances equal for all, for up to that time there was a weird collection of "wood" in the Colony, some of which had next to no bias at all. The K.B.G.C. has all the apparatus for testing the bias of bowls and, to my mind, a notable omission in connection wif' the recent Interport Match was that no test of the bowls was made before the game. Of course it may be that the rules of the Hongkong League didn't apply, but you can easily understand, for instance, if a Shanghai man was playing a bowl wif' a No. 4 bias, how he would have a bigger chance of "drawing in" on a packed head.

This is a thing that might be considered in future interport matches, for, when all is said and done, it's only fair for both sides.

Another thing, when a man "drives" in Hongkong, it's more often than no' that he's twitted for not playing the game. He's told "that's cricket, no' bowling." After Georgeie McMurdo's exhibition of successful driving and the good skipping of the Shanghai team there should be a little less diffidence in regard to "driving." It's all in the game, mind I'm telling ye.

Yours truly,  
ROBT. MACWHIRTER.



## NOTICE.

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## HARBOUR RACE.

## JOHNSTONE BEATS RECORD.

A SPORTING LADY  
COMPETITOR.

The Harbour Swim took place yesterday in the presence of a large crowd of people, including His Excellency the Governor, the Hon. Mr. Claydon, Mr. and Mrs. Justice Melbourne, who viewed the race from Mr. Severn's yacht, Oenone. The weather was excellent and the water, although inclined to be a trifle choppy, was not sufficiently disturbed as to cause any inconvenience to the swimmers. There were twelve starters and although Johnstone was much fancied, Lyon was not without supporters. There was much speculation as to what the lady competitor, Mrs. Richmond, was likely to do, and it was whispered that it was more than probable she would be in the first three until it became generally known that the lady had not entered the race with any idea of making a serious attempt to secure laurels but more as an incentive to other lady swimmers in the Colony to enter competitions and if possible arrange a ladies' harbour race. Mrs. Richmond is much to be commended for her sporting action. Another plucky entrant was Mr. R. Campbell, the third engineer of the Fook Sang. Mr. Campbell had only arrived yesterday morning and he had been on duty from twelve o'clock until four a.m. He had made no previous preparations in the way of training, and great credit is therefore due to him, particularly in view of the fact that he secured fourth place. Johnstone was the winner. He covered the distance in 2 minutes 13 seconds better than last year's record, and it must be said that he swam a beautifully judged race. He kept up a steady stroke right through and showed remarkable powers of judgment and this feature undoubtedly was the main factor of his success. The competitors got away well together.

Silva was first to break away. Mrs. Richmond started off with powerful overarm, but relapsed into a useful side stroke below water. Johnstone went to the front with Lyon following. Laing followed close on Lyon and the others were well together, except that Soares followed Silva towards Wanchai. Johnstone swimming a regular and beautifully free stroke, increased his lead to ten yards, Lyon having about the same advantage over Laing. All three swam fairly straight and they soon left the others so far behind that the latter dropped out of interest. The race, it was plain, was for these three only, and Lyon was the first to lose direction, the tide taking him out of his course. Johnstone then had an advantage of fifty yards. Laing found it difficult to keep as straight as Johnstone and he drifted after Lyon. The latter with the help of the tide was putting more space between himself and Laing but at the same time increasing the gap that he must make up to get back to Johnstone. Johnstone at length fell away in his direction, although he was never further down than the Naval Dock. Reaching his course here Johnstone found the Taranitula right in his way. He elected to

round her bows, eastward, passing between her and her buoy. This brought him closer to Lyon who was trying hard to make up his disadvantage. Johnstone was now farthest east with Lyon coming strongly back to Johnstone's wake and Laing furthest west. Lyon reached Johnstone's track to find him still hopelessly ahead but also he found Laing. They collided and then ensued a fine finish. Johnstone won on his own, at least 150 yds. to the good, but all eyes were on the pair battling for second place. They had at least 300 yards still to go. Laing slowly went ahead, Lyon apparently having nothing left after remedying his mistake in not keeping the course. Laing diverged towards V.R.C. nearing the finish but corrected himself and stalled off his rival's challenge, to win by about five yards, reversing his last year's defeat by Lyon for the same position. There was a burst of applause. The others were long in coming, but all but three, Silva, Soares and Strange, finished fourth place, the former winning. Cooke and Mrs. Richmond also finished together. The latter, ninth, was heartily applauded. The places and times follow:—

1 J. R. Johnstone	27	14
2 D. Laing	28	14
3 D. Lyon	28	25
4 R. Campbell	36	58
5 R. J. W. Tatam	37	7
6 W. Neal	37	37
7 C. Freak	39	—
8 J. F. Cooke	41	35
9 Mrs. Richmond	41	56

Mr. R. E. Bellios distributed the prizes and in doing so said that the V. R. C., could congratulate itself on the advent of a lady swimmer. With Mrs. Richmond's permission, he intended to read her record which is as follows:—Mrs. Richmond belongs to the Maidenhead (Reading) Swimming Club. In 1911 she swam 15 miles from Richmond to Blackfriars Bridge, coming in sixth out of 28 entries. (Applause). Her time was 4 hours, 44 minutes. Can we beat an achievement like that? Mrs. Richmond, do you know I think you have the keen appreciation of every member of this Club because you are the first lady who has taken part in this race, and I have been asked by the Committee to give you a little souvenir with the Club colours on one condition—and that is that you are to do it again. (Applause).

The winner received a beautiful silver cup donated by Mr. Bellios, and Laing and Lyon were also presented with cups. Mrs. Richmond received a bouquet in silver holder tied with the Club's colours.

The swimmers who finished received silver spoons.

Hearty cheers for Mrs. Richmond and Mr. Bellios concluded the proceedings.

The officials who looked after the race and who deserve all praise were:—

Judges:—Messrs. A. Silva Netto, J. H. N. Mody, A. S. Ellis, R. E. Bellios, S. Stewart and C. R. C. Rodrigues.

Time Keepers:—Messrs. A. A. Alves and A. E. Alves.

Hon. Sec. Mr. R. H. B. Mitchell.

Prize Donors:—Messrs. R. E. Bellios, J. H. N. Mody, A. F. B. Silva Netto and J. Stewart.

Mr. R. M. Dyer is also to be thanked for lending the V. R. C. a launch.

## KOWLOON NOTES.

The Kowloon Cricket Club golf section, has arranged three very interesting competitions to be played off during the next two or three months. First there is a "Victory Cup" to be played for, the conditions being match play on handicaps. It is interesting to note that all the entrants for this event are members of the Club who have been on active service. They are as follow:—Messrs J. V. Braga, E. L. Braga, B. D. Evans, J. C. Fletcher, J. Ralston, R. Lapley, H. E. Stevens, M. L. Ralston, W. T. Elson, W. J. Edwards, C. H. Summers and A. O. Brawn.

The next competition is the "Owners' Cup" the conditions being two-ball foursomes on handicaps, that is, three-eighths the difference between the aggregate handicap. The first round is to be finished by November 2, second round by Nov. 16, semi-final by November 30 and final by December 14. For this Cup there are 30 entrants.

The third competition is for the "Thomson Cup" the conditions being:—Qualifying round, 18 holes "Medal" play on handicap, all competitors to qualify on the same day. The best eight cards handed in will play off "Match" play, and the qualifying round will be played on Sunday October 26. Members to arrange their own partners. There are 30 entrants for this competition.

On Saturday the K.C.C. will play the Indian Recreation Club XI on the former's ground.

Kowloon sportsmen played a very prominent part in the matter of providing good sport and other entertainment for the Shanghai Bowls team.

We again compliment the authorities on the very great improvement in the regulation of the ricksha coolies outside the Ferry Wharf. We have reason to believe that our previous remarks on the subject have been instrumental in bringing about the much-needed reform, but the scene of quiet and order which exists, and let us hope is to continue, well repays us for any trouble we may have taken in the matter.

In this connection, we would put forward a suggestion which we think, if carried out, would avoid possibility of accidents and a good deal of inconvenience. Our suggestion is that rickshas carrying arrivals from the Ferries should proceed along Salisbury Road, and to Nathan Road via Hankow and Peking Roads. Rickshas carrying passengers to catch ferries should proceed straight: down Nathan Road and along Salisbury Road. This would considerably ease the congestion which takes place on Hankow and Peking Roads when the rickshas meet and it would also be a convenience to departing passengers, for they would be enabled to see the Ferry signal much sooner, and regulate the speed of their particular ricksha coolie accordingly. The regulation would, of course, entail no increase in distance. We are of the opinion that a few simple and common-sense methods such as the above would greatly improve the traffic question in Kowloon. If put into force the regulation would certainly prevent the danger of an accident on the corner of Hankow and Peking Roads, which, under present conditions, is bound to happen sooner or later.

A correspondent suggests that the Ferry signal would better serve its purpose if it were placed in a prominent position in the K.C.R. station building. It is said that were this done, the signal could be seen in Hankow Road. The idea has merit, but we think our suggestion with regard to the alteration of the routes taken by the ricksha coolies would meet the case, since the present signal could be seen almost at the foot of Nathan Road.

A morning contemporary outlined, last Wednesday, a very comprehensive and simple scheme for Kowloon in regard to the housing problem. There was a proposition for six-roomed houses with all offices and a garden, at a rental of \$140 per month which would pay a net return of seven-and-a-half per cent. Such a house could be arranged to accommodate, independently, two families, bringing the divided rental to \$70 per month.

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HOTEL MANSIONS.

We must rub it in. At present \$70 to \$85 per month is asked for a two-roomed flat, with no garden, in a jerry-built edifice.

And, the erstwhile Colonial Secretary says "it is an economic rise" and is not profiteering. If high Government officials take this absurd attitude we are afraid the scheme outlined in our contemporary will get no further than the paper upon which it is printed.

We remember some time ago this same official told a gathering in the Legislative Council that a pneumatic tyre on a ricksha would not last more than three months. At least, he stated that was the report made to him by a ricksha proprietor, and since the argument was put forward in support of Government refusal to take certain steps with regard to rickshas, we naturally assumed that the then Colonial Secretary concurred. Now he tells us the fairy tale about "economic rises." We don't want to be treated like school children, and such statements are the incentives to requests for representation for Kowloon on the Legislative Council.

All the same, what Kowloon really wants is not six-roomed houses, at \$140 per month; neither does it wish such houses divided for two families. This house-sharing business is almost as objectionable as the flat system. Four-roomed houses, with gardens, to let at about \$70 or \$80 a month would be far preferable.

We learn that Mr. and Mrs. C. D. Lambert are on their way out from Home. Mr. Lambert is Locomotive Superintendent of the Kowloon-Canton Railway and been on war service since 1916, and has attained the rank of Captain.

A Taiipo resident informs us that he understands "the electric light installation scheme for that district referred to in the Budget" was formulated about ten years ago. Well, what is our reader grumbling about? Is not that about the usual length of time that must elapse before our city fathers start to put schemes into actual practice?

So far as the Budget speech is concerned, we are glad to see that His Excellency realises the importance of Kowloon and that his remarks foreshadow personal investigation of its needs. Kowloon figures very largely in the sums to be set aside for the coming year. We are to have a new Fire Station, a sum of \$150,000 is earmarked for making new roads and improving the existing ones. Coronation Road is to be extended, various low-lying areas are to be filled in, larger water mains are to be provided and the distribution system is to be improved. His Excellency also mentions improved means of transport (by which we assume he means trams or motor-buses) and a hospital as being matters that appear to require early attention. We only hope they will receive it.

But what about housing? That is the question of the day, yet it was not specifically mentioned. The making of new roads and the encouraging building, but the public wants to see something done, and done soon. Vague promises and hints of improvements will not affect the problem immediately. And is the Government going to build for the public, or is it not? Moreover, what about the "hotel" scheme which Mr. Severn announced some time ago had received the approval of the Secretary of State? If it is not to be proceeded with the fact might have been mentioned. Perhaps our recent plea for houses instead of a block of flats is being considered. But action, is needed, not mere consideration. That'll do for the moment on the Budget. Perhaps we shall have more to say later on.

The result of the jumble sale in aid of the Ministering Children's League, held at St. Andrew's Church Hall, last Wednesday, was most satisfactory, a sum of nearly \$110 being realised. This in view of the fact that the articles for sale were disposed of at very low charges, reflects great credit on the ladies who so kindly undertook this work, under the able supervision of Mrs. Griffin.

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Island, Townsville & Brisbane.

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Hamburg, Bremen (if sufficient  
inducement offers) and  
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their services to India. The P.  
and O. and British India Com-  
panies will serve both sides of  
India and the Persian Gulf, and  
the Well Line Colombo, Madras,  
and Calcutta. Antwerp is already  
served by these companies, and  
this connection will be sustained  
and augmented.

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significant step has been taken by  
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nection with their Glasgow yards.  
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special types of light-class war-  
ships. During the war the whole  
of their plant was adapted for the  
construction of torpedo-boat  
destroyers and the latest types  
of motor boats for Admiralty pur-  
poses, such as have distinguished  
themselves on several occasions in  
certain cutting out  
expeditions. As a result of  
the stoppage of naval work, the  
firm, with characteristic energy  
and boldness of policy, have decid-  
ed to enter upon the construction  
of certain intermediate types of  
passenger liners. Sir Alfred  
Yarrow, Bart., has long establish-  
ed his reputation as a man who  
bids for big things in his pro-  
fession, and in this respect he is  
most vigorously backed by his  
brilliant son, Mr. A. F. Yarrow,  
who, for some years past, has  
achieved very pronounced distinc-  
tion in modern marine engineer-  
ing, and it is highly probable that  
the liner type which is to be pro-  
duced from the yards will have  
distinctive features in regard to  
oil fuel.

THE CONCRETE SHIP.  
Shipbuilding is a huge industry  
and has exercised the best brains  
all the world over, says a writer  
to the *Journal of Commerce*. The  
latest development is the vessel  
built of reinforced concrete. Like  
very many new departures in in-  
dustrial development it has had to  
endure a lot of prejudice from  
men who have been brought up  
and accustomed to the existing  
state of things. First, when iron  
ships made their appearance this  
was manifest. Actual experience in  
time dispelled the idea that they  
would not float like a wooden  
sailing ship. They have survived  
every possible test, and the  
world's commerce has been borne  
over every sea with a confidence  
and success that men had come  
to believe that the ultimate per-  
fection had been reached. That  
is not so. The reinforced con-  
crete ship has come to stay. I  
am convinced of this from an  
interview with the master of one  
who has faced the roughest weath-  
er in the Channel during the  
last week. He has had command  
of a couple of those vessels with-  
in the last six months. What he  
says is that he finds them the  
safest sort of vessel that ever he  
sailed with. I asked if I could  
give him my name, but he thought I  
had better not, just as yet, "but,"  
said he, "you can take it from me  
as an absolute fact that I  
want to go to sea in no better boat.  
They are as buoyant as a lifeboat,  
and are constructed on much the  
same principle as a lifeboat.  
They rise to every sea like a bird  
and shipped no water, only sea  
spray. We had a very rough run  
down to the Tyne, and passed a  
large number of steamers shelter-  
ing in Bridlington Bay, storm-  
bound. We were towing a  
number of lighters, of like con-  
struction, and they all behaved  
splendidly. Officers and sailors  
are unanimous that after such a  
severe tussle with a heavy sea  
they will never again question  
the capabilities of this class of  
vessel to stand any amount of  
dirty weather without turning a  
hair. I would like to mention  
this in *The Journal of Commerce*  
so that seafaring men may get  
the crank idea out of their heads  
that such vessels are not sea-  
worthy. That is all bunkum. I  
never want to sail in a better ship,  
and, as you know, I have many  
years experience both in coast-  
ers and deep sea ships." The  
master who kindly gave me this  
interview is one of the finest  
Shields captains who ever sailed  
out of the Tyne, and in the early  
part of the war was thanked by  
the Admiralty for the brave way  
he fought a German submarine  
while towing a big French grain  
ship, and received from them a  
valuable chronometer watch in-  
scribed with a notice com-  
memorating the event.

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(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiphong	J. W. Evans	SUN., 19th Oct. at 10 a.m.
Haitan	A. H. Stewart	WED., 22nd Oct. at noon.
Quinnabaug	Medina	FRI., 24th Oct. at noon.

Arrivals and Departures from the Company's Wharf (near  
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HAIPHONG via Hoikow	Taksang	Mon., 20th Oct. at 8 a.m.
TTSTIN via Wei & C'foo	Cheongshing	Mon., 20th Oct. at 2 p.m.
KOBE	Fooksang	Mon., 20th Oct. at 5 p.m.
SHANGHAI	Kwongsang	Tues., 21st Oct. at d'light.
STRAITS & Calcutta	Kumsang	Thur., 23rd Oct. at 3 p.m.
SANDAKAN	Hinsang	Fri., 24th Oct. at noon.
MANILA	Yuensang	Fri., 24th Oct. at 3 p.m.

CALCUTTA LINE.—The Line has now been re-organized and affords regular sailings to Calcutta.  
via Singapore and Penang.

According to Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally  
calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and  
Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime  
calling at Swatow. Steamers on this line have a limited amount of passenger accom-  
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-  
modation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at "how-where"  
admission offers.

BORNEO LINE.—Sailings apply between Hongkong and Sandakan by a steamer having good  
passenger accommodation.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin  
calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-  
ment, are required to produce on arrival at destination passports  
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON &amp; CO., LTD.

General Managers.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM  
HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Malbourne, via Queens- land Ports	13th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloons  
Passengers, having been built expressly for Tropical Voyages, and are complete with  
every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON &amp; CO.

AGENTS.

## C.P. &amp; O.S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (\*Miji) Kobe &amp; Yokohama)

FROM DUE

STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 26
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 19	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9

Passage for a Hongkong to United Kingdom  
Express of Russia 15th Nov. 1st Dec. Gold  
Express of Japan 20th Nov. 1st Dec. Gold  
Express of Asia 27th Nov. 1st Dec. Gold  
10th Nov. 1st Dec. 10th Nov. 1st Dec. 10th Nov. 1st Dec.

Fares subject to change without notice.

Registration for Passage for Season 1920 now being made.

For particulars regarding  
passage fares, sailings and reser-  
vation of accommodation, and  
insurance and descriptive liter-  
ature apply to  
P. & O. SUTHERLAND,  
GENERAL AGENTS,  
Phone 752. PASSENGER DEPT. Phone 42. GENERAL AGENT  
HONGKONG.

CANADIAN PACIFIC  
OCEAN SERVICES

## PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	2nd December.
S.S. "ECUADOR"	

These steamers have the most modern equipment including over-  
head electric fans and electric lighting ALL LOWER BERTHS &  
Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special  
care is given to the cuisine, and the attendance on passengers cannot be surpassed.  
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian  
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

## BANKER &amp; CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Goring), will leave  
the Saikong Wharf (Connaught Road West) for Wuchow via  
East River Ports, on 20th Oct.

This vessel has excellent European accommodation for first  
class passengers, and was built expressly for the West River  
trade, being fitted with electric light and fans and is complete  
with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow  
passengers taking the round trip will be allowed to remain on  
the vessel without extra charge.

For freight and passage apply to

BANKER &amp; CO.

1st Floor Hotel Mansions

Messrs. Thomas Cooks &amp; Sons

Passenger Agents.



## SHIPPING.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU" ... Thursday, 30th Oct.  
"ALPS MARU" ... End of November.  
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Middle of November.  
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"INDUS MARU" ... Wednesday, 22nd Oct.  
"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Saturday, 1st Nov.  
SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"MADRAS MARU" ... Middle of November.  
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MANILA MARU" ... Saturday, 17th Oct.  
"AFRICA MARU" ... Thursday, 13th Nov.

KEELUNG via SWATON & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO via SWATON & AMOY.

"SOSHU MARU" ... Thursday, 23rd Oct.  
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDO MARU" ... Thursday, 16th Oct.  
For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

## Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR  
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

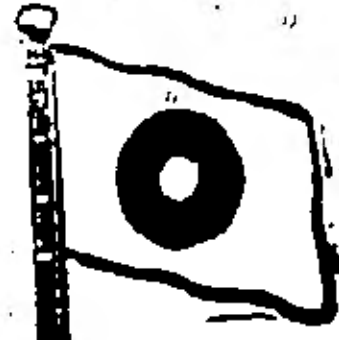
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 149 & 155.

Top Floor, King's Building.



## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, BEER, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ICONIUM" ... About Oct. 29. "ELKTON" ... About Nov. 19.

"SEATTLE SPIRIT" ... Nov. 10. "WESTERN KNIGHT" ... Dec. 7.

"WHEATLAND" ... Nov. 11. "ELDRIDGE" ... Dec. 10.

"ENDICOTT" ... Nov. 17. "EDMORE" ... Dec. 24.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WEST HARTLAND" ... About November 10th.

"WASAN" ... November 15th.

"OLOKSON" ... December 11th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2471 & 2478

5th Floor, Hotel Mansions.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA & SHANGHAI

STEAMER SAILING DATE  
"GRACE DOLLAR" ... 1st half Dec.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS" ... 25th October.  
"STANLEY DOLLAR" ... 25th October.  
"WEST HEPBURN" ... 15th November.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

Lloyd Triestino

## S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.

about end November.

## S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

## DODWELL &amp; CO., LTD.

Agents.

## NEW YORK DIRECT.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Euryclides" ... via Panama ... 30th Oct.  
"Euryclides" ... via Panama ... 20th Nov.  
"City of Newcastle" ... via Suez ... 30th Nov.  
"Knight Templar" ... via Panama ... 22nd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO CANTON.

## JAVA PACIFIC LINE

OF THE

## JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

## AMERICAN ASIATIC S.S. CO.

## S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

## SHIPPING.

## STRUTHERS &amp; DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Hongkong, Shanghai, Manila and Kobe.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

"WEST INSLIP" ... About October 27th.

FOR SAN FRANCISCO

"WEST CACTUS" ... First Half Nov.

"WEST CAJOOT" ... Second Half Nov.

Through rates quoted and through B/L's issued to all points in U. S. and Canada.

L. EVERETT, Vice-Pres. E. A. NELSON, Gen. Agent.

OFFICE—1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

## KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

## "VAN WAERWYCK"

will be despatched on the 7th Nov., at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

## JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

## WATER RETURN.

Level and Storage of water in Reservoirs on October 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

System	1918	1919
City	1,215,000	1,215,000
Hill	1,215,000	1,215,000
Water	1,215,000	1,215,000
Storage	1,215,000	1,215,000
Consumption	1,215,000	1,215,000
Population	1,215,000	1,215,000
Per head	1,215,000	1,215,000

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	1918	1919
City	1,215,000	1,215,000
Hill	1,215,000	1,215,000
Water	1,215,000	1,215,000
Storage	1,215,000	1,215,000
Consumption	1,215,000	1,215,000
Population	1,215,000	1,215,000
Per head	1,215,000	1,215,000

Consumption of water in the City and Hill Districts in millions and decimals of gallons during the month of September.

System	1918	1919
City	1,215,000	1,215,000
Hill	1,215,000	1,215,000
Water	1,215,000	1,215,000
Storage	1,215,000	1,215,000
Consumption	1,215,000	1,215,000
Population	1,215,000	1,215,000
Per head	1,215,000	1,215,000

Constant supply to all districts during September.

ber of both 1918 and 1919.

## KOWLOON WATERWORKS LEVEL.

System	1918	1919
City	1,215,000	1,215,000
Hill	1,215,000	1,215,000
Water	1,215,000	1,215,000
Storage	1,215,000	1,215,000
Consumption	1,215,000	1,215,000
Population	1,215,000	1,215,000
Per head	1,215,000	1,215,000

Consumption of water in Kowloon in millions and decimals of gallons during the month of September.

System	1918	1919
City	1,215,000	1,215,000
Hill	1,215,000	1,215,000
Water	1,215,000	1,215,000
Storage	1,215,000	1,215,000
Consumption	1,215,000	1,215,000
Population	1,215,000	1,215,000
Per head	1,215,000	1,215,000

Constant supply to all districts during September.

ber of both 1918 and 1919.

The Government Analyst's reports show that the water is of excellent quality.

W. CHATHAM, Water Authority

Public Works Department.

## CONSIGNEES.

OSAKA SHOSEN KAISHA.

From MARSEILLES, via BOMBAY & SINGAPORE.

The Company's Steamship

"INDO MARU"

having arrived, from the above ports, on the 15th October, 1919. Consignees of cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st October, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 15th October, 1919.

## CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK.

The Steamship

"CITY OF FLORENCE"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd October will be subject to rent.

All claims against steamer must be presented to the undersigned on or before the 25th October, 1919, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 21st October, at 9 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 15th October, 1919.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

From NEW YORK.

The Steamship

"MINERIC"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 17th October will be subject to rent.

All claims against the Steamer must be presented to the Under-siged on or before the 24th Oct., 1919, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined 16th October, at 9 a.m.

No Fire insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 9th Oct, ober 1919.

## TIDE TABLE.

13th to 19th October, 1919.

Day	High Water	Low Water
Mon. 13	11.15	5.15
Tues. 14	11.15	5.15
Wed. 15	11.15	5.15
Thurs. 16	11.15	5.15
Fri. 17	11.15	5.15
Sat. 18	11.15	5.15
Sun. 19	11.15	5.15



## COMPANY MEETING.

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

The thirty-eighth ordinary general meeting of the above Company was held, to-day, in the offices of Messrs. Jardine, Matheson and Co., Ltd., at noon.

Mr. D. G. M. Bernard presided, and there were present the Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. G. W. Barton and J. W. C. Bonnar, (Directors), Mr. E. F. Aucott (Secretary) and Mr. W. E. L. Shenton (Solicitor to the Company). Messrs. M. K. Lo, U. Rumjahn, H. Ruttenberg, M. W. Lo, G. E. Lammert, Lo Cheung-shiu, W. Logan, A. B. Stewart, F. Smyth, Lo Man-hin, S. E. Grimstone, A. M. da Silva, L. E. Remedios, S. E. da Luz, R. J. Patterson, E. Basto, E. M. da Silva, Ho Shai-kit, Li Yew-man, Ho Ying, Fung Hun, Ho U-shang, R. M. Austin, H. Ruttenberg (representing, Alice Ah Tung), G. K. Chatham, Neil Macintyre, A. Pearson, N. H. Raiton, N. Croucher and A. Piercy.

The Chairman said:—Gentlemen.—The report and statement of accounts have been in your hands for some days and with your approval I will, as customary, take them as read. Shortly after our annual meeting held on 1st November last, the welcome news of the signing of the Armistice was received, and hopes were entertained that our ships, a large number of which were running in distant waters entirely on Government account, would soon be returned to us to resume running in their normal trades. I am glad to say these anticipations were, to a great extent realised, and as soon as hostilities ceased, the Government began releasing our steamers as rapidly as circumstances permitted. This was followed by an announcement that the National Control Scheme, or as it is better known, the "Liner Requisition Scheme," would, in the case of this Company, terminate on the first occasion after midnight on 13th March 1919 on which cargo was discharged at a terminal port from such time therefore all freights, which had hitherto been credited to the Government, have reverted to the Company. My predecessor at last year's meeting brought to your notice that the Company's steamers running on "Flat" requisition in more distant waters and which were not under our immediate supervision, had been subjected to most excessive wear and tear, and warned you that heavy repairs would be necessary when they were released from Government control. These vessels, as soon as they returned to the China Coast, were thoroughly overhauled and re-conditioned, the work extending over a considerable period, and involving very heavy expenditure, due in a large measure to the increased cost of labour and material. Your Directors, however, have followed the policy adopted by almost all other British Shipping Companies in this connection and I can with confidence assure you that such thorough repairs and renewals have been effected to the Fleet generally this year, that the steamers, despite their severe handling, are now in a very satisfactory condition. I should perhaps mention that whilst a portion of the expense of this re-conditioning is being recovered from the British Government, such portion forms but a very small percentage of the total outlay. I am pleased to state that all the Company's vessels have now been returned to us, their overhauls and re-conditioning finally completed, the various services reorganized and normal conditions once more reverted to. With regard to the regrettable loss of the s.s. "Kutsang," our claim against the Government has been settled and although not so satisfactorily as we had hoped in the first instance, the basis of the settlement arrived at was the same as that adopted with other Companies. The sinking of this vessel, the largest of the Company's Fleet, has proved a serious loss to our tonnage suitable for the Calcutta

Line, which, as your Chairman stated last year, is of great importance to this Company. Our interests in this trade, however, have been fully protected by utilising extra vessels of smaller capacity pending the placing of new and larger steamers on the run, which matter is now under consideration. Since 31st December last the opportunity has been taken to dispose of two of the Company's steamers, the s.s. "Mausang" and the s.s. "Suisang," which, owing to their age and general condition, were found unsuitable for the requirements of our business, and they were sold at satisfactory prices showing a handsome profit on their book values. Your Directors, since the cessation of hostilities, have been giving very careful attention to the question of augmenting the Fleet by the building of new and up-to-date steamers. It must be remembered that many of our vessels are becoming old and unsuitable for the modern requirements of trade in these waters and there is also the need of providing for the further expansion of trade in China. Prices of labour and material, however, as you are well aware, have advanced enormously in all directions during the last few years and it cannot be expected that we can acquire new tonnage on anything like the same low level as we have done in the past. Your Directors are confining their attention at present to meeting such requirements as call for immediate attention only. Several new steamers will probably be contracted for in the near future, but a more extensive development of our building programme will, I am afraid, have to be deferred until the labour difficulties are in a more settled condition and the price of building reaches a more reasonable level. Turning to the Report and Statement of Accounts you will observe that we have opened a new account called "Building Reserve Account." To this account we are crediting the profit on the book values of steamers sold or lost with a view to utilising these amounts to write down the value of new steamers to a more reasonable figure. I should like to mention a matter which arose in connection with the final dividend for the year 1917 which was declared on 1st November, 1918. The dividend was paid to shareholders on the Hongkong Register at Exchange 27 5/16 which was the average rate for the year. The higher exchange value of the dollar, however, that was ruling at the time the dividend was paid would have resulted in paying to shareholders on the Hongkong Register in silver a larger sterling equivalent than those on the London Register. To adjust this the latter were given an equal sterling amount and the difference was charged to Exchange Fluctuation Account, which course I trust will have your approval. In order to put the shareholders on the London and Hongkong Registers as nearly as possible on an equal footing, it is now proposed that the dividend should be paid at the rate current on the day the Accounts and Dividend are approved by your Directors. As called for under our Trust Deed £18,650 0s. 0d. First Mortgage Debentures have been redeemed. Shareholders will doubtless observe with satisfaction the largely increased amounts shown in the Balance Sheet against "Investments" which now total £1,541,654 18s. 10d. An addition of £232,133 15s. 10d. has been added to this account during the year under review, and you will I am sure approve of the steps taken by your Directors to avail of the high rate of Exchange by converting our Silver Revenue as it became available investing as much of surplus money as possible in Government War Securities yielding satisfactory rates of interest. Numerous applications have again been received from various Marine Charitable Institutions and the Company during 1918 contributed amounts commensurate with the need of each call, and also donated a further \$10,000 to local War Charities. Such payments I trust have your approval. Your Directors have pleasure in again recording their appreciation of the excellent services rendered by the Floating Staff, which I feel sure, will be endorsed by all shareholders. It is gratifying to know that the trying conditions under which many of our employees afloat had to perform their arduous duties during the War period, are now happily at an end, and I feel you would wish me to take this opportunity of conveying to them an expression of your gratitude for the conscientious manner in which they have one and all carried out their duties. (Applause.) The "Kutsang" is the only vessel of the Company lost through a direct act of War and the Company has to congratulate itself on escaping more serious loss, which has unfortunately been the lot of most other British Shipping Companies. Fortunately the shortage of Officers is no longer acute and it has been possible to arrange home leave for many of our employees which, owing to war conditions, was long overdue. In conclusion, Gentlemen, I must express regret that it has been impossible to present the accounts earlier this year. This is entirely due to the protracted negotiations with the Government as regards the terms under which our vessels were requisitioned. As you were informed by my predecessor, these negotiations lasted for upwards of a year and although the final adjustment of Government Accounts may possibly result in a little delay in holding our next Annual Meeting, every effort will be made to make up for lost time with a view to holding it as near the usual time as possible. I think, Gentlemen, I have now dealt with the more important events of the year under review, and I have much pleasure in proposing the following resolution:—

"That the Report and Statement of Accounts as presented including the payment of a Final Dividend of 3 shillings (3s.) on the Preferred and £210.0 on the Deferred shares be adopted, that the sum of £10,048.83 be carried forward to next year's account and that the Dividend on shares on the Hongkong Register be paid at Exchange 42 1/4d."

As soon as this resolution has been seconded I shall be pleased to reply to the best of my ability to any questions which the shareholders may desire to ask.

Sir Paul Chater seconded, and the motion was carried.

Mr. Lo Cheung-shiu proposed, and Mr. U. Rumjahn seconded, the confirmation of the appointment to the Board of Directors of Messrs. G. W. Barton and J. W. C. Bonnar, and the motion was carried.

Mr. G. P. Lammert proposed and Mr. A. B. Stewart seconded the re-election to the Board of Directors of Mr. J. W. C. Bonnar, and the motion was carried.

Mr. F. Smyth proposed, and Mr. W. Logan seconded the re-election of Mr. A. R. Lowe and Mr. E. A. M. Williams as auditors for the ensuing year, at a remuneration to be fixed by the Directors and the motion was carried.

The Chairman then announced that dividend warrants would be ready to-morrow morning; and the meeting terminated.

## KNOWN BY THE "HONK"

A reader sends as the following from the *Boston Transcript*:

A portly Dutch woman applied at the Post Office for a money-order to send to her son in the far East. She told the clerk she had left her son's letter at home, but said he was "some place out by China, dot sounds like der noise an automobile makes."

The clerk smiled and turning to another near by he said: "What kind of a noise does an automobile make, Joe?"

"Honk, honk!" the other suggested.

"Yah, dot's it," exclaimed the woman, her face brightening. "Honk, honk, dot's der place."

So the clerk made the order payable at Hongkong and the woman went away happy.

## NEW ADVERTISEMENTS.

## VICTORIA THEATRE

COMMENCING

TO-MORROW NIGHT



In it he will teach the whole world to

- be happy though hired.
- lay fresh fried hen fruit.
- let no grass grow under the feet.
- chauffeur the cows.
- catch wild oats.
- beat the alarm clock.
- win a maiden's love.
- meet real fairies.

Farm life as it should be!

Produced by the world-famous comedian to lure our soldier boys back to the land.

Prices \$1.50 \$1.00 &amp; 70 Cents.

Booking ANDERSON'S.

## P. &amp; O. S. N. CO.

## THE Twin Screw

## S.S. "PRINZESSIN"

Will be despatched from Hongkong on or about

OCTOBER 25TH.

Taking THROUGH PASSENGERS

and CARGO to

MARSEILLES &amp; LONDON.

For Passage and Freight apply to—

MACKINNON MACKENZIE

&amp; CO.,

22, Des Vœux Road Central.

## NOTICE.

## UNIVERSITY OF HONGKONG

Applications are invited for the post of Demonstrator (Chinese) in Physics and Chemistry in the above University.

Knowledge of English essential. Particulars can be obtained from the Dean of the Engineering Faculty.

N. TEESDALE MACKINTOSH Registrar.

Hongkong, 16th October, 1919.

## WANTED.

WANTED.—Competent Stenographer and Typist. State previous experience and salary required to Box 263 c/o "Hongkong Telegraph."

## NOTICE.

BY ORDER OF THE OWNERS  
PUBLIC AUCTION  
THE VERY  
VALUABLE BUILDING SITE

Situate at  
KOWLOON POINT  
TSIMTSATSUI  
WITH LARGE FRONTAGE  
ON KIMBERLEY ROAD  
KOWLOON  
RIPE FOR IMMEDIATE  
DEVELOPMENT  
TO BE SOLD BY  
PUBLIC AUCTION  
ON  
THURSDAY

The 30th day of October, 1919  
at 12 o'clock Noon  
by

MR. GEO. P. LAMMERT  
at his Auction Rooms in  
Duddell Street.

The Property consists of—  
All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1154.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

MESSRS. DEACON LOOKER  
DEACON & HARSTON,  
1, Des Vœux Road Central,  
Hongkong

The Vendors' Solicitors  
Or From  
Mr. Geo. P. LAMMERT,  
The Auctioneer.

## NOTICE.

A. S. WATSON &amp; CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of A. S. Watson & Co., Ltd. will be held at the Hongkong Hotel on Monday, the 20th day of October, 1919, at noon, for the purpose of considering, and if thought fit, approving, the draft new Articles which will be submitted to the Meeting. A copy of such Articles and a copy of the existing Articles may be seen at the offices of the General Managers in Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong. In such copy the portions of the proposed new Articles which differ from the old Articles are indicated by underlining in black ink.

Should the Meeting approve of such Articles with or without modification, the subjoined Extraordinary Resolution will be proposed:—

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREY & SON,

General Managers.  
Hongkong, 9th October, 1919.

THE INDUSTRIAL AND  
COMMERCIAL BANK,  
LIMITED.

Head Office: 6, Des Vœux Road Ctl.  
Hankow Branch: Pansoff Building.

## FOR THE YEAR TO COME

Provision is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by  
OPENING A SAVINGS ACCOUNT  
WITH US  
\$1 to start.  
SYSTEMATICALLY it will grow to THOUSANDS.

## G. R.

## NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,  
C. S. P.

Hongkong, 5th September 1919.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 21st,  
October 1919.

commencing at 11 a.m.  
at his Sales Rooms, Duddell Street

5 Dozen Scarves - Assorted colours  
20 Dozen Woollen Socks - black - plain  
20 Dozen Black Silk Socks - plain  
10 Dozen Brown Silk Socks - plain  
20 Dozen Atkinsons Eau de Cologne - 4 oz.  
20 Dozen Atkinsons Eau de Cologne Soap in 1/4 doz. boxes  
20 Travelling Rugs

## Also

A Selection of Cashmere and Tweed Suit Lengths  
180 yards of Superior Flannel Shirtings

(suitable for Shirts, Blouses and Pyjamas)

N.B.—The above goods are of a Superior Grade and will be sold in Lots to suit purchasers.

Terms: Cash on delivery.

On view from Monday the 20th inst.

Geo. P. LAMMERT,  
Auctioneer.

HAD A HARD TIME GETTING  
HER TEETH

UNTIL BABY'S OWN TABLETS  
WERE TRIED—THEN BEGAN  
IMPROVING AT ONCE.

The reason why Mrs. David Lee's physician prescribed Baby's Own Tablets for her child was because he knew them to be perfectly harmless; they are sold under a guarantee, backed by a Government Analyst's certificate, that they contain absolutely no opiate or narcotic and can be given with perfect safety even to the youngest infant.

Says Mrs. Lee, who resides at Lindsay, Ontario, Canada:—"My little girl had a hard time getting her teeth. She was quite feverish, her tongue was coated, her breath offensive and she vomited milk. On the advice of our doctor I gave her Baby's Own Tablets and she began improving at once. She had not slept well at nights for three months, and I was almost worn out caring for her. Nothing did her any good until I gave her the Tablets. Now her food digests properly, her breath is sweet, her tongue clean and she is quiet and good. I can strongly recommend the Tablets to other mothers, as they did my baby good when nothing else did."

Baby's Own Tablets, the Canadian children's remedy, are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea. They make teething easy, promote healthy appetite, restful sleep and regular development, are a remedy for worms. Sold by chemists, or sent post free at 60 cents the vial by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

HOWE

THE STANDARD OF EXCELLENCE

A LARGE VARIETY IN STOCK.

MUSTARD &amp; CO. Tel. No. 1186.

SCALES







## EARLIER TELEGRAMS.

## COTTON ACREAGE IN AMERICA.

New Orleans, Oct. 13.  
At the Cotton Conference Mr. Wannamaker, President of the American Cotton Association, said the cotton acreage of America would not be increased till the price justified cotton growing by well paid labour, but the yield must be increased and the price must take account of the grower's chance that the grower had to take.  
The World Cotton Conference has opened. Thirty-one nations and every branch of the cotton industry are represented. Mr. McColl, chairman of the National Council of American Cotton Manufacturers, who was elected chairman, hoped that an important agreement would be reached in methods which would benefit the whole industry.

## JAPAN'S FAR EASTERN EMPIRE.

Washington, Oct. 14.  
In the Senate Mr. Lodge, the Republican leader, vehemently denounced the Shantung provision of the Peace Treaty on the ground that Japan is building a Far Eastern Empire which would threaten the safety of the entire world. Mr. Lodge urged the maintenance of a superior navy in the Pacific as the day will come when the United States will be involved in another great war to preserve civilisation.

## RATIFICATION OF PEACE TREATY.

Paris, Oct. 13.  
The French "Journal Officiel" publishes a law empowering President Poincaré to sign the Versailles Treaty. Copies ratified by the signatures of the Kings of Great Britain and Italy are expected to arrive in Paris immediately. These signatures with that of President Poincaré make up the ratification necessary for the Treaty to come into force.—Havas.

## AMERICAN RICE SURPLUS.

London, Oct. 14.  
The "Times" reports that a representative of the Southern Rice Growers' Association of the United States, now in England, states that America's surplus of rice, half a million tons, is much better in quality than Asiatic rice. Offers for two hundred thousand tons have already been telegraphed to America.

## THE RAILWAY STRIKE.

London, Oct. 14.  
In accordance with the strike settlement the Railwaysmen's Executive interviewed the Premier regarding the resumption of negotiations whereafter Mr. Thomas expressed pleasure with the prevailing spirit and atmosphere of the meeting and the genuine desire of both sides to effect a settlement.

## FRENCH SHIPPING STRIKE.

Marseilles, Oct. 14.  
The shipping strike is extending. There were no sailings yesterday. The mails for Egypt and the Near East and nine thousand passengers are held up.

## FRENCH AEROPLANES.

Paris, Oct. 13.  
The "Daily Mail" notes that France is now giving away specimens of her best aeroplanes throughout Europe especially in new small States beginning to organise air services. Japan, Serbia, Greece, Czechoslovakia are among her clients.—Havas.

## A PROPOSED ALLIANCE.

Paris, Oct. 13.  
Italian papers comment on the proposed Italian-Franco-Rumanian Treaty including eventually Poland, Czechoslovakia and Greece to form a strong eastern and southern block against German ambition.—Havas.

## BRITISH IN SYRIA.

Paris, Oct. 12.  
General Gouraud, interviewed by "Havas" states that he will relieve British troops by French troops, chiefly colonial, in Syria and the French protectorate.—Havas.

## THE BALTIC.

Paris, Oct. 12.  
French papers publish Marshal Foch's note to Germany. Coercion goes on unless the Baltic lands are left. A joint commission is the sole point granted.—Havas.

## THE SILVER MARKET.

London, Oct. 12.  
Silver is quoted at 62½ and 62, steady.

## THE CESAREWITCH.

London, Oct. 14.  
The Cesarewitch probables are Queens Square (Donoghue), Haki (J. Childs), Sainte Loi (Templeman), King John (Martin), Buckthorn (Caralake), Silver Bridge (Hulme), Langdon Hills (Black), Ivanhoe (Whalley), Golden Rule (Evans), Warwick (Robbins), Whiteheat (Fox), Unitol (Lane), Gaylord (G. Colling), Matoppo (Hamshaw), Chalkoi (Taylor), Sea-Voyage (K. Robertson), Eton Rambler (Garnett), Bridgend (Leach), Sheriff's Office (Bingstead), Golden Melody (Speck), Alasnam (A. Baldwin), Poldinelle (Wheatley).  
The betting is 9/2 King John, 5/1 Golden Melody, 7/1 Unitol, 17/2 Gaylord, 100/7 Silver Bridge, 30/1 Ivanhoe. Offered stakes are 22/1 Sheriff's Office, 25/1 Alasnam and Stetol, 22/1 Bridgend.

## SPORTING TIT-BITS.

Benskin took six Warwickshire wickets recently for 21 runs. During the present racing season the King of Spain's horses have run in 84 events and been successful in 45.

L. Hodge, an ex-Manchester United half-back, is the latest player to be secured by Stenhousemuir. He is to play at centre-half.  
It was J. W. Hearne who saved Middlesex from defeat recently from Yorkshire. He batted three and a half hours for 77 not out.

It is proposed that in future the Harrow boys should have an alternative game to cricket for the summer term—golf or lawn tennis presumably.

The cricket match between the Old Etonians and Old Harrovians is to be revived next season. It was played last in 1914, after being in abeyance since 1892.

The possibility of W. R. Applegarth being reinstated by the A.A.A. as an amateur is being discussed. The former "Poly" man, however, may have different views as to his future.

Playing for M.C.C. against Buckinghamshire, Major E. G. Wynyard bowled lob, and in nine overs took four wickets for 10 runs. One of his victims was P. S. Fraser, who scored 30. Is this the old Grange man?

Morton have re-signed Gourlay, their forward, and McLean, their half-back. They have been a long time in getting settled with these capable players. Perhaps the defeat by Clyde helped on the negotiations.

In Tait, an ex-Army player, Leith Benburgh have got a custodian likely to fill with credit the position vacated by Moffat, now of Wemyss Athletic. He was to appear in the Leith team to-day at Dalkeith.

The value of Keene to the Grange this season, even when he has reached the veteran stage, is shown by the fact that he took almost as many wickets as all the other bowlers put together. He bowled over 200 more overs than the next man.

J. B. Roubis is of opinion that the salvation of cricket in the parks is to be found in the cocoanut meeting pitch. No one, he says, will learn to play cricket on bad turf wickets. The Parks Committee of Edinburgh Town Council might please note.

An English League club player is at present in Ireland, and is anxious to remain there. But his English club insist on his returning to them, and will neither give him a transfer, nor put him on the transfer list. The League will probably be called on to consider the case.

Seaford Athletic have made arrangements to resume operations. The club was allowed to lapse during the war, but the committee expect to be able to place a strong team in the field this season. Application is being made for entry to the East of Scotland Juniors Association and the Eastern League.

Boy McCormick was presented a few weeks ago with the light-heavy-weight Lonsdale Belt, which became his due when he defeated Harold Rolph on a foul in 15 rounds last April. He is the youngest boxer who has won a Lonsdale Belt since these handsome prizes were put up for competition.

The Captain McKenzie, who was an outstanding Scot in the British Army championships, is the famous John McKenzie, professional all-round athlete of pre-war days, and of Partick Police Force. John has probably won prizes at every games meeting of any note in Scotland, and at almost every athletic item, heavy and light, sprinting, vaulting, leaping, and even pillow-fighting.

The Hon. H. D. Van Sant, United States Consul at Dunfermline, was made an honorary member of the Caledonia Bowling Club on the occasion of the club's visit to Dunfermline. It is noteworthy that an American should have been the first to have bestowed upon him such a distinction. Mr. Van Sant is an ex-president of the Dunfermline Club and takes a keen interest in its affairs.

Some weeks ago William Waters, Lochgelly, and James Rae, Uphall, met to decide the destiny of the 18 yards Scottish Championship and the match finished with the Lochgelly man an easy victor. That win gave the "Fifer" the double championship, he at the time, being the holder of the 21 yards title. Rae, however, was not satisfied with his form on that occasion and haste was made to have another game arranged, and with Waters agreeable, the pair met once more at the New Stevenson ground when the battle will be re-fought with the title and £100 as the stake.

## VESSELS LOADING.

## EUROPE, U.S.A., ETC.

Manila M. O. S. K.	Oct. 17
Shidzuoka M. N. Y. K.	Oct. 17
Prinzessin P. & O.	Oct. 21
Delagoa M. N. Y. K.	Oct. 25
Nikko M. N. Y. K.	Oct. 25
Stanley D. R. S.	Oct. 25
West Insip. S. & D.	Oct. 27
Iconium A. L.	Oct. 29
Shinyo M. T. K. K.	Oct. 29
Celebes M. O. S. K.	Oct. 30
E. of Russia C. P. O. S.	Oct. 30
Eurymedon B. L.	Oct. 30
Toyooka M. N. Y. K.	Oct. 30
Kaga M. N. Y. K.	Oct. 31
Khiva P. & O.	Nov. 1
Suwa M. N. Y. K.	Nov. 1
Colombia P. M. S.	Nov. 4
Nanking C. M. S.	Nov. 4
Seiyō M. T. K. K.	Nov. 5
E. of Japan C. P. O. S.	Nov. 5
Van Waerwyck J. C. J. L.	Nov. 7
Seattle Spirit A. L.	Nov. 10
Heartland A. L.	Nov. 10
Wheatland A. L.	Nov. 11
Africa M. O. S. K.	Nov. 13
Persia M. T. K. K.	Nov. 14
Waban A. L.	Nov. 15
Endicott A. L.	Nov. 17
Aki M. N. Y. K.	Nov. 19
Elkton A. L.	Nov. 19
Eurylochus B. L.	Nov. 20
China C. M.	Nov. 22
Kashima M. N. Y. K.	Nov. 23
Korea M. T. K. K.	Nov. 26
E. of Asia C. P. O. S.	Nov. 27
Siberia M. T. K. K.	Nov. 28
E. of Newcastle B. L.	Nov. 30
Nishinaka A. L.	Nov. 30
Seattle M. O. S. K.	Nov. 30
Tokiwa M. N. Y. K.	Nov. 30
St. Albans E. & A.	Nov. 30
Alps M. O. S. K.	Nov. 30
West Cactus S. & D.	1st half Nov.
West Cajoot S. & D.	2nd half Nov.
Venezuela P. M. S.	Dec. 2
Nippon M. T. K. K.	Dec. 6
W. Knight A. L.	Dec. 7
Eldridge A. L.	Dec. 10
Olochon A. L.	Dec. 11
Montague A. L.	Dec. 13
Tenyo M. T. K. K.	Dec. 18
Montague C. P. O. S.	Dec. 19
Crevecoeur A. L.	Dec. 20
Knight Templar B. L.	Dec. 22
Edmore A. L.	Dec. 24
Nile C. M.	Dec. 27
Grace Dollar R. S.	1st half Dec.

## JAPAN, COAST PORTS, ETC.

Choyang J. M. Co.	Oct. 17
Loongsang J. M. Co.	Oct. 17
Aki M. N. Y. K.	Oct. 18
Totomi M. N. Y. K.	Oct. 18
Haihong D. L. Co.	Oct. 19
Tamba M. N. Y. K.	Oct. 19
Chenan B. & S.	Oct. 19
Takung J. M. Co.	Oct. 20
Cheongshing J. M. Co.	Oct. 20
Fooksang J. M. Co.	Oct. 20
Shinyu M. N. Y. K.	Oct. 20
Gregory A. P. & O.	Oct. 21
Taming B. & S.	Oct. 21
Kwongsang J. M. Co.	Oct. 21
Luchow B. & S.	Oct. 21
Shantung B. & S.	Oct. 21
Haitan D. L. Co.	Oct. 22
Tjibodas J. C. J. L.	Oct. 22
Japan P. & O.	Oct. 22
Indus M. O. S. K.	Oct. 22
Sossu M. O. S. K.	Oct. 23
Kumsang J. M. Co.	Oct. 23
Yuensang J. M. Co.	Oct. 24
Hinsang J. M. Co.	Oct. 24
Quinnabug D. L. Co.	Oct. 24
Tjikini J. C. J. L.	Oct. 29
Tenshin M. N. Y. K.	E. of Oct.
Konagawa M. N. Y. K.	E. of Oct.
Shisen M. O. S. K.	Nov. 1
Tjiliwong J. C. J. L.	Nov. 2
Tjimanoeck J. C. J. L.	Nov. 6
Tango M. N. Y. K.	Nov. 22
Saigon M. O. S. K.	B. of Nov.
Madras M. O. S. K.	M. of Nov.

## BREVITIES.

The first game law ever enacted is mentioned in Deuteronomy, 6, 22: "If a bird's nest chance to be before thee in any way or in any tree, and the dam sitting upon the young or upon the eggs thou shalt not take the dam with the young, but shall let the dam go free and take the young."

The shortest geographical name in existence is accorded to the village of O. O. is a hamlet in Normandy, 20 miles from Argenton.

The first American newspaper ever published was printed September 25, 1690, at Boston. Only one copy was ever issued. The title was "Public Occurrences Both Foreign and Domestic."

The original home of the potato was South America, where Pizarro discovered it being cultivated by the Peruvian Indians. Pizarro introduced the potato to Spain in 1560.

The first roller skate was patented in 1823 by a citizen of London named Tyers.

In Death Valley, California, the summer temperature in artificial shade soars to 135 degrees, with 1 per cent of humidity.

A society to boost good roads has been organized in Tokyo.

## MOVEMENTS OF STEAMERS.

The American & Manchurian Lines s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The N. Y. K. s.s. TOSAN M. (Calcutta Line) left Calcutta for this port via Singapore on the 29th Sept., and is expected here on the 30th Oct.

The N. Y. K. s.s. KAWACHI MARU (Liverpool Line) left Liverpool for this port via the Suez Canal on the 17th Sept., and is expected here on the 30th October.

The C.M. s.s. NANKING sailed from San Francisco on October 3rd, and she may be expected to arrive in Hongkong on Oct. 31st.

The N.Y.K. s.s. SADO MARU (European Line) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 13th Nov.

The N.Y.K. s.s. TAMA M. (Calcutta Line) left Calcutta for this port via Singapore on the 8th Oct., and is expected here on the 29th Oct.

The N.Y.K. s.s. TOTOMI M. (Bombay Line) left Singapore for this port on the 10th Oct., and is expected here on the 19th Oct.

The N.Y.K. s.s. TAMBA M. (European Line) left Singapore for this port on the 13th Oct., and is expected here on the 18th Oct.

The N.Y.K. s.s. SHINRYU M. (Bombay Line) left Moji for this port on the 13th Oct., and is expected here on the 19th Oct.

The R.M.S. EMPRESS OF ASIA left Yokohama 11th Oct. at noon, and is due at Vancouver on 20th Oct.

The R.M.S. MONTEAGLE sailed from Shanghai on 15th Oct. and is due at Moji on 17th Oct. The P. & O. s.s. GREGORY APCAR left Singapore for this Port on the 14th instant, and is due here on the 20th instant.

The P. & O. s.s. JEHANGIR left Moji for this Port on the 13th instant, at 5 p.m. and is due here on the 19th instant, at about 9 a.m.

The R.M.S. EMPRESS OF RUSSIA arrived at Kobe on 15th October, left there same day, and is due at Nagasaki, on 16th Oct.

The R.M.S. EMPRESS OF JAPAN arrived at Kobe on 15th Oct., left there same day, and is due at Nagasaki on 17th October.

The N.Y.K. s.s. AKI MARU (Australian Line) left Manila, for this port on the 15th Oct., and is expected here on the 17th October.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Wadato, from T. Kio.  
Manyuewing, from Amoy.  
Ibarahyaku, c/o Japanese Consulate, from Osaka.

4102, 6671, Pakkat, from Kobe.  
Abekobe, from Kobe.

Cheungnig, Pottinger Street, from Shanghai.

Kusanglee, from Shanghai.

Nagase, from O-saka.

Robert Carter, St. Georges Hotel, from Kobe.

Cheochian, Hoshun, W. S. Street, from Shanghai.

Fukuwayu, from Kobe.

Onlec, from Kobe.

Townsend, from Kobe.

Chongwa Tea Club, from Amoy.

Wongfongvic, Taichan Hotel, from Chefoo.

Bungalow, from Yokohama.

265, from Shanghai.

4149, 2435, 1377, Poon Taw Yin, Asia Hotel, from Shanghai.

Lin Sin Chuen, 7-Das Voux Road West, from Kobe.

Kaishing, from Amoy.

Yungshingtuok, from Shanghai.

Hengsoonseng, from Kobe.

T. KRING, Superintendent.

Hongkong, Oct. 10, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:

Alitraton, from London.

Dual fr. in Pati.

Hammid, 18th Infantry, from Surbitor.

Pinis, Lacroix, Aster House, from Happonz.

Nutall, from Rangaugora.

Pirij, from Batavia.

Piassha, from Bombay.

Villata, from New York.

Wright, Care Awlik, from Calcutta.

D. de H. FARRANT, Superintendent.

Hongkong, Oct. 9, 1919.

## NOTICE.

Reduced Prices  
from October  
15th.

Take  
ADVANTAGE  
of the  
EXCHANGE  
and re-tyre  
with

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3½"	23.00	\$21.50	5.25
32" x 3½"	26.50	25.00	5.50
31" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

SHEWAN TOMES & CO.

MOTOR DEPARTMENT.

Garage No 7 Russell St.

Phone 659.

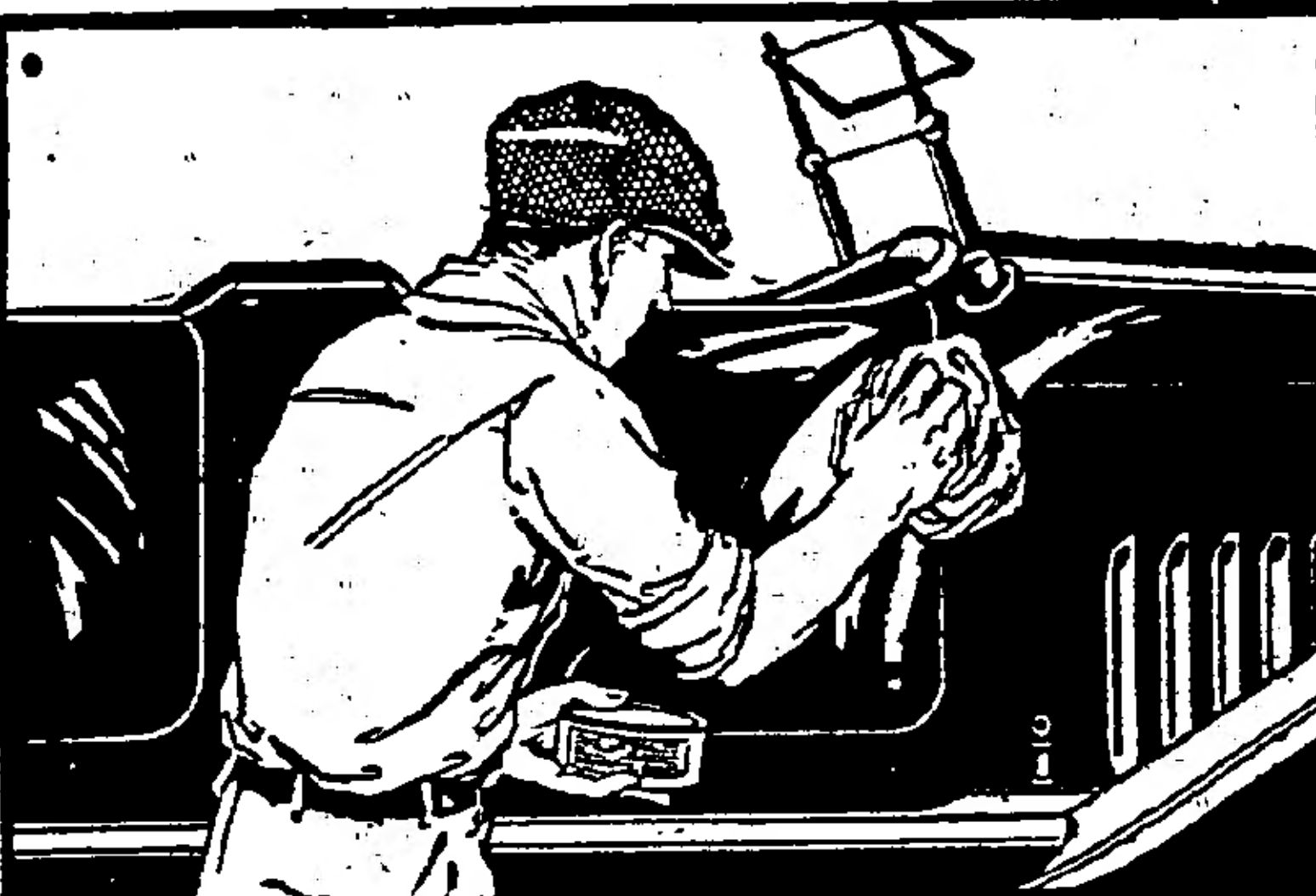
## LA FAVORITE

LATEST PARISIAN CREATIONS

EVENING DRESSES, AFTERNOON  
GOWNS, SMART COSTUMES &  
SPORTING APPAREL.

LA FAVORITE

9 Beaconsfield Arcade.



Is The Finish Of Your Car  
Dirty, Grimy And Unsightly?

Do you know that you, yourself, can  
make it look almost like new and save  
the cost of revarnishing? All you need is Johnson's  
Cleaner and Johnson's Liquid Prepared Wax.

## JOHNSON'S CLEANER

really cleans. It entirely removes all stains,  
grease, scum, tar, road-oil, alkali, etc. Even those  
spots that are ground in—mud freckles—and surface  
scratches you thought were permanent—will dis-  
appear like magic under Johnson's Cleaner.

Perfectly Harmless

Johnson's Cleaner contains no grit or acid—it cannot  
scratch or injure the finest finish—simply cleans and  
prepares it for the polish. No matter what kind of  
a body polish you use, you will never get good results  
unless the surface is clean—and for this purpose  
there is nothing equal to Johnson's Cleaner.

Easy and Quick

It requires no experience and but a few minutes' time  
to use Johnson's Cleaner. It always gives satisfac-  
tion on the finest finish or on an inexpensive car.

THE UNITED ASBESTOS ORIENTAL AGENCY,

LIMITED.

9 Queen's Buildings

SOLE AGENTS.







## NOTICES.

# "Golofina"

JAMAICA

## CIGARS

These High-Class Cigars can now be  
obtained at all Stores.

PRICES:

### PERFECTOS:

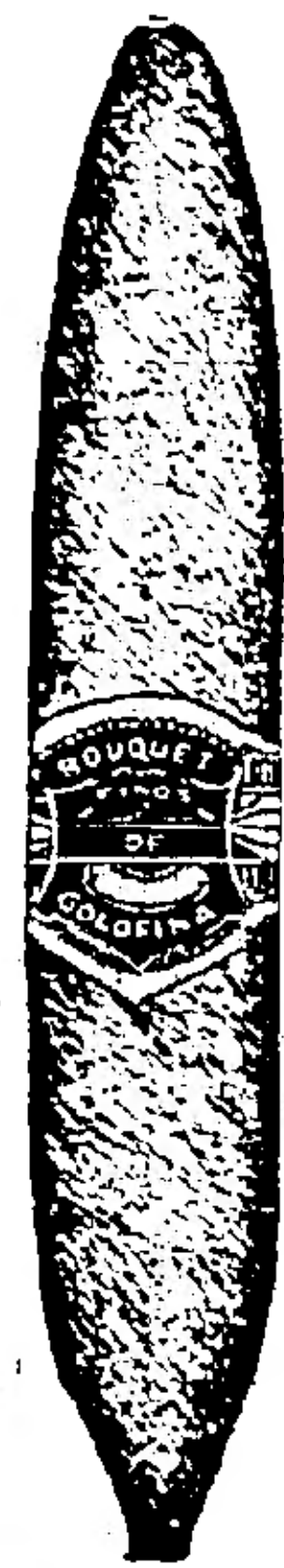
\$8.00 per box of 50 Cigars  
\$4.00 .. .. 25 ..

### BOUQUET FINOS:

\$3.00 per box of 25 Cigars.



"PERFECTO"  
Actual Size



"BOUQUET"  
Actual Size

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

### TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES

Banks.  
H.K. & S. Banks s. \$665 n. 670  
Marine Insurances.

Cantons b. 440  
North China b. \$200  
Unions b. 206  
Yangtzes n. 270  
Far Easterns b. 23

## Fire Insurances.

China Fires n. 138  
H. K. Fires b. 345

## Shipping.

Douglases b. 81  
Steamboats s. 244  
Indos (Pref.) n. 32  
Indos (Def.) b. 200 sa. 195  
Shells n. 183  
Ferries s. 34

## Refineries.

Sugars n. 177  
Malabons n. 46

## Mining.

Kailans b. 80  
Langkats b. 194  
Shanghai Loans b. 194  
Shai Explorations b. 194

Raubs n. 210  
Tronohs b. 38/9  
Ural Caspians n. 47/6

Docks, Wharves, Godowns, &c.  
H.K. Wharves s. & sa. 111 1/2

K. Docks b. 177 1/2 sa. 177 1/2  
Shai Docks b. 118  
N. Engineerings n. \$28

## Lands, Hotels &amp; Buildings.

Centrals n. 109 1/2  
H.K. Hotels n. 120  
L. Invest. b. & sa. 120  
H. Phreys Est. n. 94  
K'loon Lands n. 46  
L. Reclamations n. 173  
West Points n. 90

## Cotton Mills.

Ewos b. \$380  
Kung Yiks b. \$34  
Lau Kung Mows b. \$240  
Orientals b. \$140  
Shai Cottons b. \$252 1/2  
Yangtzepeos b. \$19

## Miscellaneous.

Cements b. 7.10  
China Borneos b. 12 1/2  
Do. Light b. old 7 1/2 new 5 1/2  
China Providents s. 8 1/2  
Dairy Farms s. 25  
Electric H. K. s. 83  
Electric Macao n. 34  
Hongkong Ropes b. 29 1/2  
Hk. Tramways s. 8 1/2  
Peak Trams, old s. 7  
Do. new n. 80 cts.  
Steam Laundries b. 3 1/4  
Steel Foundries b. 10  
Water-works s. 15 1/2  
Watsons b. 6.10  
Wm. Powells b. 12  
Wisemans b. 29

## NOTICE.



MITSUBISHI SHOEI  
KAISHA, LTD.

(MITSUBISHI TRADING CO.)  
COAL, GENERAL IMPORTS AND

EXPORTS.

SOLE PROPRIETORS OF  
TAKASHIMA, OCHI, MUTABE, KISHIDAKE,  
YOSHIMOTO, NAGASAKI, KANAZAWA, SATO,  
KANADA, SHIMIZU, KAMATADA, NIRA,  
and OYUBARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOTA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKISAI"

Codes:—A1, A.B.C. 5TH ED., Western Union and Bentley's. AGENCY FOR:—THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—

S. SAYEKI, Manager.

No. 11, Pedder Street, Hongkong.

## ASAHI BEER



SOLE AGENTS  
Mitsui Bussan Kaisha.

Hongkong, Oct. 17, 1919.

### WEATHER REPORT.

October 17d. 7th. 10m.—No returns from Vladivostok, Japan or Formosa. These from Guam are doubtful. Pressure is highest in the neighbourhood of Shanghai. Changes since yesterday are small. There is a typhoon near Guam. Its track cannot at present be determined. Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1st, 71.20 inches against an average of 79.8 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1. Hongkong to Gap Rock. W. winds, fresh; fine.

2. Formosa Channel. N.E. winds, strong.

3. South coast of China b. 1 The same between H.K. and Lamcocks, 12 No. 1.

4. South coast of China b. 1 The same between H.K. and Hainan, 12 No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 17, 1919.

## HOTELS.

### THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF  
MRS. BLAIR.

### KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address:—"VICTORIA"

J. WITCHELL,  
Manager.

## ENTERTAINMENTS.

## THE VICTORIA.

TO-NIGHT

Episodes 13 &amp; 14

OF THE

### "LIGHTNING RAIDER"

GOOD COMICS and NEWS  
BUDGETS.

## THE

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

TO-NIGHT

at 5.15 &amp; 9.15 p.m.

FOR LAST NIGHT!

WILLIAM NIGH

&amp;

VIOLET PALMER

IN

### "THE BLUE STREAK"

"MAX WISHES HE HADN'T"

BRITISH GAZETTE No. 563.

Usual Price. Booking at ROBINSON'S.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,

Manager.

KINGSLERE HOTEL MID-LEVEL

CRAIGIEBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX &amp; Co., General Agents

Are resident Managers.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

## THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY)

ICE HOUSE STREET.

Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.

Hotel Launch Meets all Steamers.

Telephone 812.

MRS F. E. CAMERON.

Printed and Published for the Proprietor, by Charles Maurice Wilson, at 11, Ice House Street in the City of Victoria, Hongkong.

## SHIPPING.

## VESSELS ARRIVED.

Taksang, 977, Br. Capt. Picknell.  
Haiphong, J. M.—Mooring.  
C 45.  
Luchow, 1220, Br. Capt. Morse.  
Bangkok, B. & S.—Mooring.  
C 39.  
Patriot, 1695, Br. Capt. Le Brun.  
Chin Wan Tao, Moller.—  
Mooring—B 30.  
Fooshing, 1423, Br. Capt. Robertson, Sebastak, J. M.—  
Mooring—B 33.  
Chenan, 1354, Br. Capt. Lever.  
Swatow, B. & S.—Mooring.  
C 16.  
Hinsang, 1815, Br. Capt. Malkin.  
Sankakan, J. M.—Mooring.  
—K. W.  
Kwangsang, 1428, Br. Capt. Woodgett, Shanghai, J. M.  
Prosper, 1376, Nor. Capt. Oesen.  
Melbourne, Wm. Dunbar.—  
Mooring—C 41.  
Batavia Maru, 2735, Jap. Capt. Hirai, Sourabaya, O. S. K.—  
Mooring, B 3.  
Riojimi Maru, 2990, Jap. Capt. Nakao, Sourabaya, Dodwell.—  
Mooring—A 6.  
Nagato Maru, 4324, Jap. Capt. Tomita, New York, N. Y. K.—  
Mooring—K. W.  
Shun Shing, 297, Ch. Capt. Place, K. C. Wan, Po On.  
Yuet Shang, 394, Ch. Capt. Ross, Swatow.—Mooring.—Wharf.

## CLEARANCES.

Madras Maru for Kobe  
Ajax for Singapore  
Loongsang for Manila  
Bujun Maru for Keelung  
Kam Ying Fat for Pakhoi  
Batavia Maru for Takao  
Shan Tung for Canton  
Manila Maru for Tacoma

## PASSENGERS DEPARTED.

For s.s. ALCINOUS.

Augustine B. Mordey W.  
Barclay R. Morcom W.  
Cheshire E. J. Rush F.  
Farrer S. Rendey T.  
Hocken P. Twomey J.  
Haynes J. Underwood Capt.  
Johnston A. T.

## POST OFFICE.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

Shanghai—Per SHANTUNG, 17th Oct.  
Manila and Australia—Per AKI MARU, 17th Oct.  
Straits—Per TAMBA MARU, 18th Oct.  
Japan—Per SHINRYU MARU, 19th Oct.  
Europe via Negapatam—Per TOTOMI MARU, 19th Oct.  
Japan—Per JEHANGIR, 19th Oct.  
Straits—Per GREGORY APCAR, 20th Oct.  
Straits—Per TOSAN MARU, 20th Oct.  
Shanghai—Per SUNNING, 20th Oct.  
U.S.A., Canada and Manila—Per EMPRESS OF JAPAN, 22nd Oct.

## OUTWARD MAILS.

Japan via Nagasaki—Per AKI MARU, 18th Oct., 10 a.m.  
Philippine Islands—Per PROTESILAUS, 18th Oct., 11 a.m.  
Macao—Per SUI TAI, 18th Oct., 1.30 p.m.  
Macao—Per CHUN CHOW, 18th Oct., 4.30 p.m.  
Shanghai and North China—Per CHENAN, 18th Oct., 5 p.m.

## SUNDAY, 19TH OCTOBER.

Macao—Per SUI AN, 19th Oct., 8.30 a.m.  
Hoilow & Haiphong—Per TAKSANG, 19th Oct., 9 a.m.  
Shanghai, North China & Japan via Kobe—Per TAMBA M., 19th Oct., 9 a.m.  
Swatow, Amoy and Fookchow—Per HAIHONG, 19th Oct., 9 a.m.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 19th Oct., 9 a.m.

MONDAY, 20TH OCTOBER.

Macao—Per SUI AN, 20th Oct., 8.30 a.m.  
Weiheiwei, Chefoo & Tientsin—Per CHEONGSHING, 20th Oct., 1 p.m.

Japan via Kobe—Per FOOKSANG, 20th Oct., 4 p.m.

Macao—Per CHUN CHOW, 20th Oct., 4.30 p.m.

TUESDAY, 21ST OCTOBER.

Macao—Per SUI TAI, 21st Oct., 8.30 a.m.

Swatow and Bangkok—Per LU CHOW, 21st Oct., 9 a.m.

Shanghai and North China—Per SHANTUNG, 21st Oct., 11 a.m.

Philippine Is.—Per TAMING, 21st Oct., 2 p.m.

Macao—Per CHUN CHOW, 21st Oct., 4.30 p.m.

WEDNESDAY, 22ND OCTOBER.

Macao—Per SUI AN, 22nd Oct., 8.30 a.m.

Swatow, Amoy & Fookchow—Per HAITAN, 22nd Oct., 11 a.m.

Weiheiwei, Chefoo and Tientsin—Per KUEICHO, 22nd Oct., 2 p.m.

Java and Port Moresby via Sourabaya—Per TUIBODAS, 22nd Oct., 3 p.m.

Macao—Per CHUN CHOW, 22nd Oct., 4.30 p.m.

THURSDAY, 23RD OCTOBER.

Macao—Per SUI TAI, 23rd Oct., 8.30 a.m.

### METEOROLOGICAL.

Previous.

Day On date On date.

at 2 p.m. at 6 a.m. at 2 p.m.

Barometer 29.85 29.92 29.16

Temperature 81 73 81

Humidity 61 60 52

Wind Direction E. E.N.E. F.

Force 3 2 3

Weather b. o. o. o.

Rain 0.04 0.00 0.00

High open air temperatures on the 16th 81

Low " " " 77th 73

H.K. Observatory, Oct. 17, 1919.

T. F. CLAXTON, Director.